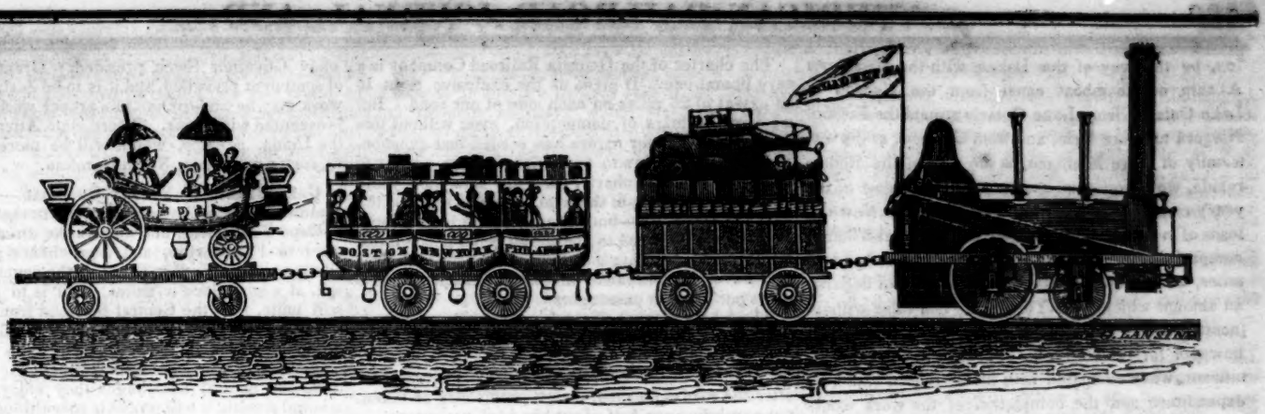

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, AUGUST 2, 1834.

By a reference to the extract from the National Gazette, inserted on page 469, it will be seen that we have but partially understood the advantages of Railroads, or power of locomotive engines. Only think of a single engine moving over 600 passengers at the rate of 15 miles an hour! and that, too, when the application of steam to railroads is in its infancy. A greater freight will be carried at 25 miles per hour.

LIST OF RAILROADS IN THE UNITED STATES.

(Continued from page 453.)

New-York and Erie Railroad.—This road was chartered in 1832, with a capital of 10,000,000 dollars. The charter fixes two points, New-York and Binghamton, and requires it to pass entirely within the state of New-York. Some efforts were made during last season to effect a survey; it was not, however, commenced until the present summer. Judge Wright is now engaged with an efficient force in making the preliminary surveys provided for by a law of the last session of the legislature, and it is understood that the route, as far as examined, is even more favorable than was anticipated. It is believed that the entire route, about 400 miles, may be accomplished with only — stationary engines, and that much the greatest part of the road will be found highly favorable for the use of locomotive engines.

The route not having been defined, the delineation on the map is of course merely conjectural.

Mohawk and Hudson Railroad.—This was the first railroad chartered in the state of New-York. It was commenced in 1830, when there was of course very little information upon the subject of railroads in the country, and it therefore progressed slowly in its earliest stages. It has cost the company a large amount of money. The plan and profile are admirably designed, and justify the great expense which the heavy embankments and excavations have required. $483,215 46 have been, and $156,693 will be, expended in completing the work, according to the official report made to the Legislature of New-York in January, 1832. This includes the cost of the second track. It is proper to state that about $100,000 of the above sum should be deducted for land, (13 acres are owned in Albany alone,) depots, engines, waggons, &c.

The road commences on the bank of the Erie Canal, at Schenectady, and runs parallel to it for 20 chains—then a curve of 10 chains.

	Miles.	Chains.	Grade.	Inclination.
From Schenectady to foot of inclined plane	0	32	level	
nclined plane	0	31	rise	1 in 18
Then runs	3	44	level	
" "	2	10	descent	1 in 450
" "	1	40	level	
" "	2	53	descent	1 in 225
" "	1	7	level	
" "	3	11	descent	1 in 270
" "	0	2	level to head of pl.	
Then Albany plane	0	47	descent	1 in 18
Then to dock head on the Hudson at Albany	0	32	descent	1 in 500
Total	15	69		

When excavation occurs in the grading, the width for a double road is 38 feet; when embankment occurs, the width on the level of the road is 26 feet.

The greatest height of embankment is 44 feet; and the deepest excavation is 47 feet.

On the first grade, at Schenectady, below the inclined plane, there is one curve, about 10 chains in length, on a radius of 700 feet. There is a curve at the head of each inclined plane, about 8 chains each, on a radius of 1100 feet: between these two there are two other curves, one on a radius of 4,200 feet, 9 chains long—and one on a radius of 23,000 feet, 6 chains long. The only othe curve is between the foot of the Albany plane and the river, on a radius of 4,000 feet.

The wooden cross sleepers are 7 inches in diameter, and 8 feet long.

Stone blocks contain each 2 cubic feet, and cost 45 cents. They are laid 3 feet apart, from centre to centre, on a foundation of broken stone, well rammed.

The iron rail plate is a bar 9-16 by 2 1-2 inches, with the upper curves rounded to 1 7-8 inches width. The timber rails are yellow or Norway pine, 6 by 6 inches. The width between the tracks is 4 feet 9 inches."

The summit is 335 feet above the Hudson. The cost of the railway has been incurred for broken stone.

There are two stationary engines, one near each end of the road. Locomotive engines are mostly in use, although horses are occasionally used. The main line of the road approaches the Hudson below the city, where the company ha warehouses for freight. There is also a branch road into State street to the depot, and also to the basin. It is, however, used only for passengers. This road has cost about $40,000 per mile, yet it will be a good investment for those who *hold* the stock.

(See next page.)

ERRATUM.

In the last number of the Railroad Journal, page 453, in the account of the Tuscumbia Railroad, for "about 30," read "45 2-5 miles,"

Long Island Railroad.—The Commissioners of the Railroad lately had a meeting, at which a resolution was passed, that books of subscription to the stock should be opened on the 1st Dec. next. The subscriptions were deferred to that time with a view that certain surveys of the route might be made in the interim. A committee was appointed to visit Boston, Providence, and Stonington, to ascertain what co-operation might be expected in effecting this new channel of intercourse between New York and Boston. We are only enabled to say, that, so far as enquiries and examinations have been made, the prospect is encouraging.—[L. I. Star.]

Ship Canals.—Are *ship* canals necessary to the prosperity and rapid developement of the resources of this country? If so, at what points are they likely to be most useful?

This question naturally leads to others: and first, where is the greatest body of fertile lands unoccupied? and secondly, what are its natural advantages for transportation?

To the first it may be answered, that section bounded on the north by Lakes Erie, Huron, and Superior; on the east, south, and west, by the rivers Ohio and Missouri. Within these limits is a territory which would in the old world be considered an *Empire.* In *fertility* and variety of climate it is not surpassed in the world. There is nothing necessary or convenient to the happiness of man, which may not be found or produced within those limits. Its resources are apparently inexhaustible; those resources are being rapidly developed, and it is therefore necessary that early measures should be taken to provide suitable outlets for its products. In reply to the second, it may be said that its natural advantages for that purpose are also not only equal, but superior to almost any other country. This may be also true; yet it does not follow that it has all, or even the *necessary* advantages, as the best of natural do not always equal artificial advantages. Taking things as we find them, New-York is the great centre of commerce of the United States. *To* it, and *from* it, flow all the great streams of business. Its location is such that this will long be the case, and therefore it is that her citizens should be upon the alert to open those great channels through which it must flow. It is, therefore, to the citizens of New-York that the question is put *Are ship canals necessary to the prosperity and rapid developement of the resources of this country?* The answer will be, I doubt not, THEY ARE; and it follows as of course, they are necessary to connect the Hud-

son, by the way of the Lakes, with the Mississippi A ship or steamboat canal from the Hudson to Lake Ontario, from Lake Ontario around the Falls of Niagara to Lake Erie, and from Chicago, at the extremity of Lake Michigan, to the foot of the Illinois rapids, would open an uninterrupted (for most of the year) communication from New-York to New-Orleans of more than 3,500 miles; and this can all be accomplished by a cutting of *less than three hundred* miles, and for a sum less than 20,000,000 of dollars: an amount which New-York alone can raise without inconvenience, any time she chooses. An amount, however formidable it may appear, altogether insignificant, when compared with the increased value, its expenditure and the completion of the work would give to property within its influence. If the Erie and Champlain Canals cost *ten* millions, they have already produced an increase in the value of property of more than thirty millions over what it would have been had they never have been constructed; so the construction of ship canals through these sections would, in ten years, enhance the value of property in the United States at least from fifty to seventy millions of dollars.

LIST OF RAILROADS IN THE UNITED STATES.

(Continued from page 453.)

The following account of the route of the Georgia Railroad, in continuation of the Charleston and Augusta Railroad, will be read with much interest, as it points out almost the entire route of one of the most important roads in this country. We have been very desirous to see this road progress, as it will have a great tendency to bring the far south and south-west in more immediate contact with us, of the North, and us with them. Easy communication will make many friends, as well as fortunes, and the natural result will be a better understanding, and knowledge of the character of each other. It will then be ascertained that we of the north are not all "pedlars of wooden nutmegs and horn gunflints," and they of the south not all "negro-drivers, nor hard masters."

Athens,, July 10, 1834.

To the Editor of the Railroad Journal.

Sir,—As you request an account of the Georgia Railroad, I give it cheerfully, so far as the project has gone. And first, as to the route, I refer you to Tanner's Map of the United States. We begin at Augusta, go down the Savannah River to Butler's Creek, up the valley of that creek, and gradually ascend the ridge between the head waters of Bear Creek, on the left, and Little River on the right. We pass a little to the north of Warrenton, directly through Crawfordville, seven miles north of Greenesboro,' a little west of Lexington, and cross the Oconee river at Athens. After ascending out of the valley of Butler's Creek, there is a continuous ridge the whole way until we come opposite Athens. The valley of the Oconee is deep, but it can be overcome by an inclined plane and stationary power, at a moderate expense, or by a viaduct, which last mode seems to be preferred by Col. Long.

Referring to the same map, we propose to cross the Middle Oconee, with the route beyond Athens, near Clarksboro'. Thence there is another ridge, of remarkable evenness of outline, passing round the head waters of the Ocmulgee, a little north of Lawrenceville, to the Chattahoochee. Crossing that river we find another ridge, between the head waters of Tallapoosa on the south, and the Etowah on the north. We propose to cross the Coosa near the mouth of Will's Creek, perhaps higher up, and proceed, by a route yet to be ascertained, but practicable, by all accounts we have of the country, to connect with the Tuscumbia and Decatur railroad, (Ala.,) at the last mentioned place. From Tuscumbia to Memphis, the country is now under examination; and will, we are informed, present no serious obstacle to the construction of a railroad. Col. Long, of the United States Engineer Department, is now engaged, (July, 1834,) in examining the route between Athens and Decatur.

You have here a sketch of the route which it is proposed to pursue in connecting the Mississippi with Charleston. It differs from what you had supposed to be the route, from the circumstance that, in this region, we find it best to keep on the ridges, instead of pursuing the valleys of our streams.

The charter of the Georgia Railroad Company is a very liberal one. It gives us the exclusive right to an extent of 20 miles on each side of our road. But we have no fears of competition, even without this exclusive right; for nature has settled that question. We have two years to begin our work in, and six to finish it; and our charter runs for thirty-six years after the completion of the road, so far as respects the exclusive privilege—but the corporation is perpetual.

We are authorized to charge 50 cents per 100 lbs. for 100 miles freight; and 10 cents per cubic foot for articles of measurement the same distance; and 5 cents per mile for passengers.

The whole amount of stock is one million five hundred thousand dollars. Stockholders are entitled to a vote for every share they may hold; and the stock of the company is exempt from taxation; but seven years after the road is finished, the net profits *may* be taxed, not exceeding *one-half* of one per cent. per annum.

The distance from Augusta to Athens is, by the road now travelled, 96 miles. By the survey for the railroad, the distance is increased to 114 miles. The estimate is, that the road will cost, complete, about 10,000 dollars per mile. But many persons who are well acquainted with the facilities of the country through which the road will pass, think this estimate quite too large. Even at ten thousand dollars per mile, the investment must be a good one. Between fifty and seventy thousand bales of cotton must pass over the road annually; and the return freight will consist of the articles consumed by at least two hundred thousand people. Then add travelling, and the transportation of the mail; and to all this the amount of new business that always springs up where the facilities of transportation are increased. Our iron, marble, and limestone, of which we have an ample abundance of excellent quality, though now almost entirely useless as articles of export, and even of domestic consumption, will be called into requisition; and these will add something very considerable to the income of the road.

Our calculations are, that this road, even if it should go no further west than Athens, will receive a large share of business from East Tennessee. At present, they receive a great portion of their goods in that region by land from Baltimore, paying from five to eight cents per pound freight. By Charleston, Augusta, and Athens, they can receive the same goods at 3 1-2 cents per pound. They will not hesitate, therefore, we think, in their choice of routes.

But if this road has so good prospects, supposing it to stop at Athens, what must they be if it be pushed through to the valley of the Mississippi? In that event, we are confident that no stock in the world will be equal to it in the amount of its annual returns in the shape of profit.

Our charter provides for the construction of two branch roads, leaving the main road at the most advantageous point near Greenesboro,' and running, one to Eatonton, and the other to Madison, Morgan county. If, on due examination, it be found practicable to construct these roads, a very large proportion of the whole cotton crop of Georgia must pass over the Georgia Railroad.

The people of Savannah, with praiseworthy enterprise, propose to construct a railroad from that city to Macon. We believe it is the true interest of the people of that city to direct their attention to a connection with the Georgia Railroad at Augusta. The trade, which would otherwise go to Charleston, may be thus intercepted for the benefit of Savannah; and the people of the interior, when they reach Augusta, having a choice of markets, can go either to Savannah or to Charleston, as may best suit their interest.

Jas. Camak,
President Georgia Railroad Company.

Savannah and Augusta Railroad.—A railroad is in contemplation between Savannah and Augusta, Georgia, with a view of securing a share of the business of the state. It is indeed highly essential for Savannah to make an effort of this kind, or she will lose almost the entire trade of the up country. With this road she may share with Charleston the business.

North Carolina or Central Railroad, commences at Newbern, and will probably follow the course of the Neuse River to Raleigh, and from thence across the country to or near Clinton, on the Yadkin, and thence to or near Statesville, Morganton and Ashville, and thence down the valley of the French Broad River to Knoxville, Tenn. This is a work of magnitude, and of great consequence to the prosperity of North Carolina, and it is much to be desired that it should be prosecuted with vigor. The present prospects of the road are flattering. A convention was held at Raleigh on the 4th of July, 1833, at which 118 delegates attended, and over which his excellency Governor Swan presided. Great unanimity of sentiment prevailed, and it is to be desired that the work may be undertaken in a proper spirit, and then prosecuted with vigor. There is no Atlantic state in the Union, perhaps, which will be more benefitted by such a work than North Carolina.

Cape Fear and Yadkin Railroad.—This road commences at Wilmington on the navigable waters of Cape Fear River, and follows the direction of that river to Fayetteville, and from thence probably to Clinton, on the Yadkin River, in the county of Davidson, at which place it unites, or it is to be hoped it will unite, with the Central Railroad from Newbern through Raleigh. From this point, should the road be continued further, as it *undoubtedly* will, if the citizens of North Carolina duly appreciate their location, the natural advantages they enjoy, and their mineral wealth, it will probably pass through Morganton, in Burke, to Ashville, in Buncomb county, and from thence it will follow the French Broad river, to Knoxville, in Tennessee, where it will connect with the great road through the valley of Virginia to Richmond and Baltimore, and New-York, and Boston. North Carolina has much at stake in the prosecution of this work. She must make it in self-defence, if for no other reason. With the railroads of South Carolina and Georgia on the south, and Virginia and Maryland on the north, she will be lost in her own nothingness, unless she steps in and intercepts a share of the business which must pass to the Atlantic; and with her *Central*, and *Cape Fear* and *Yadkin* railroads, united at Clinton and extended to Knoxville, she may successfully compete with her neighbors: without them, she is lost. This road was commenced at Fayetteville on the 15th June.

Roanoke, Raleigh, and Fayetteville Railroad.—This road is to be a continuation of the Petersburg, or rather the great north and south railroad through the Atlantic States to the Mississippi.

South Carolina, or Charleston and Hamburgh Railroad.—The city of Charleston, or some of her enterprising citizens, are entitled to great credit for the construction of this work. It was the first work of the kind commenced in the southern states. As early as February, 1828, measures were taken to ascertain what would probably be the effects of such a work upon the general interests of Charleston. The result was an application for, and the granting of, a charter. The work was commenced in the winter of 1829 and '30, and has been continued with great perseverance, until its final completion in Sept. last, since when it has been in successful operation. The manner of constructing this road, of wood on piles, and in many cases on *tressle work*, does not please every one, but it was probably the only mode, a cheap one, which could at the time have been adopted. Its length is 135 miles, the longest railroad ever constructed. It rises 510 feet from Charleston, and then from this point, 16 miles from Hamburgh, descends 360 feet to Augusta Bridge. There is an inclined plane of 3800 feet in length, and a descent of 180 feet. It has three grades of descent, the steepest of which is one in thirteen. From the foot of the plane, the remainder of the descent is overcome in 10 miles with an average inclination of 18 feet per mile. The road is a single track, with necessary turnouts, except at the inclined plane, where there is one mile of double track. At the inclined plane there is a stationary power of two twenty-five horse power engines working on one crank. Locomotive power is used on the road. It has cost, including motive power, cars, and every thing complete, ready for use, $904,499, or $6,625 92 per mile. This road will be continued, or rather the Georgia Railroad will connect with this, and pass through Athens, and thence westward, and connect with the Tuscumbia and Decatur, and the Tennessee Railroad, to the Mississippi River, thus forming one of the most important works in the Union.

The route from Charleston to Hamburgh, 135 miles, is performed in less than twelve hours with great ease, and *will* be done in eight hours.

Cheraw, Camden, and Columbia Railroad.—This road will probably be constructed within a few years as a connection between the great Atlantic Railroad, from the north, and the road from Augusta through Georgia and Alabama, to the Mississippi. It will probably intersect the Charleston and Hamburgh road at some point about one hundred miles from Charleston, and 35 miles from Hamburgh.

Lexington and Ohio Railroad.—This road, commencing at Lexington, passes through Frankfort and terminates at Louisville, Ky. It will be, when completed, 90 miles in length. That part between Lexington and Frankfort, 29 miles, has been completed at

an expense, including machinery, of $400,000, and is now in use. The construction of this road is said to be equal to any, and superior to most other railroads in this country; it has no curve with a less radius than 1000 feet. The remaining 61 miles of the road will probably be completed for $500,000, or about $8200 per mile. Should it be completed in the same permanent manner with that now in use, it will do credit to the State, and to those who have had the superintendence of it. At present horse power only is used.

COLUMBIA AND NASHVILLE RAILROAD.—The same enterprise which projected the railroads already mentioned will soon extend them to other parts of the State, and amongst the first, as has been suggested, will probably be one from Columbia to Nashville, the capital of the State; and it has been also intimated that it was in contemplation to extend it to Louisville, Kentucky; thereby opening a choice of routes, either to New-Orleans, New York, via the Lakes, or via Charleston, S. C.

COLUMBIA AND TENNESSEE RIVER RAILROAD.—The route for this road has been surveyed, and the estimates of its cost made. (See Railroad Journal, vol. 3, p. 338.) It commences at Columbia, and passes in a south-westerly direction, crossing the Big and Little Buffalo rivers, to, or near Waynesboro', and thence to a suitable point on the Tennessee river, between Ellis's Ferry, and Roche's Farm, from whence it will probably be continued to Bolivar, or Jackson, and thence to the Mississippi river at Memphis, or near Covington. The distance from Columbia to the Tennessee is about 50 miles, and its estimated cost, on the plan of the Charleston and Hamburgh railroad, is about $360,000. Five routes have been surveyed, varying from 57 to 65 miles, and from $374,970, to $441,450.

MEMPHIS AND BOLIVAR, (TEN.) RAILROAD.—This railroad will be the final link in the grand Atlantic Railroad. It has been surveyed, and it is much to be hoped that its construction will be commenced without unnecessary delay. Let this be commenced, and the intermediate sections between Bolivar and Tuscumbia; and Decatur and Athens, Georgia, will speedily follow. It is designed also to connect this road with another, via Waynesboro', to COLUMBIA and NASHVILLE, and finally to continue it to LOUISVILLE, Kentucky.

MAD RIVER RAILROAD.—This road is designed to extend from Dayton, the present termination of the Miami canal, to Sandusky, on Lake Erie. It will pass through a very fertile section of the State, and open a direct and convenient communication from the Lake to Cincinnati and the lower Ohio. It will be, when completed, 153 miles in length. It passes in its route the villages of Springfield, Urbana, Bellefontain, Upper Sandusky, and Tifflin.

It is estimated to cost $11,000 per mile. The route is said to be remarkably adapted to the use of locomotive power, as there is not an elevation on the line which would require the aid either of animal or stationary power. It will probably be made in a few years.

The other chartered railroads in Ohio are the following, some of which will probably be completed, whilst others will be railroads on the statute-books only. We have received no intimation that either of them has been, or is likely to be made immediately.

THE ERIE AND OHIO RAILROAD will pass from the Lake, at Ashtabula, or Fairport, through Warren, to Wellsville, on the Ohio river, a distance of about ninety miles, and perhaps the shortest route by which the two can be connected.

THE PENNSYLVANIA AND OHIO RAILROAD is designed to open an easy communication from the Ohio Canal at Massillon with Pittsburg, passing through the valley of the Little Beaver river to the Ohio; by which it is hoped to divert to Philadelphia much of the trade which would otherwise go to New-York.

THE CHILLICOTHE AND LEBANON RAILROAD will open a communication from Chillicothe through Hillsborough, Wilmington, and Lebanon, probably to the Miami canal.

THE RICHMOND, EASTON, AND MIAMI RAILROAD is, we believe, to commence at Dayton, at the head of the Miami Canal, and pass through Eaton, in Preble county, to Richmond, in Indiana.

THE CINCINNATI, HARRISON, AND INDIANAPOLIS RAILROAD will open an easy communication from Cincinnati through Harrison and Brookville, in Indiana, to the seat of government in that state, there to connect with the Madison, Indianapolis, and Lafayette railroad, incorporated by the Legislature of Indiana.

THE FRANKLIN, SPRINGBOROUGH, AND WILMINGTON RAILROAD is nearly a parallel road to the Chillicothe and Lebanon railroad; which we should suppose would be made to intersect at Lebanon, and thereby ensure the construction of one *good* one, rather than defeat the whole.

THE MILAN AND NEWARK RAILROAD is designed to open a direct communication from the Ohio Canal at Newark, in Licking county, with Lake Erie, passing through Knox, Richmond, and Huron counties—probably to the mouth of Huron river. This road will pass through a beautiful section of country, and will run nearly parallel to and not far from the Milan and Columbus railroad, as we infer from the *title*—from which indeed we have traced the course of most of these roads, not having received the different acts by which they are chartered.

The last mentioned road, from Columbus to Milan, and the Columbus, Delaware, Marion, and Sandusky Railroad, will pass through that section of country included between the railroad from Newark to Lake Erie and the Mad river railroad, passing through Urbana, in Champaign county, to Sandusky; which can in no place exceed seventy miles in breadth.

INDIANA RAILROAD.—This road is to commence at Madison, on the Ohio River, and pass through Indianapolis to La Fayette, on the Wabash River, a little below the termination of the Wabash and Miami Canal, and from La Fayette it is to be continued nued to the Lake, at Michigan. This road, when completed, will afford an easy mode of communication between the Lakes and the Ohio. The company has ten years to complete the road to Indianapolis, and five years thereafter to complete it to La Fayette.

WEST FELICIANA AND WOODVILLE RAILROAD.—This road commences at St. Francisville, on the east bank of the Mississippi river, and extends in a northerly direction to Woodville, in Mississippi. Its length is 30 miles. It was to have been commenced in December, 1832, and to have been completed in 1833. Of its progress and present condition, no definite information has been received.

VICKSBURG AND CLINTON, (MISS.,) RAILROAD.—In March, 1832, a meeting was held at Hamburgh, Miss., for the purpose of taking measures to construct a railroad from Vicksburg to Clinton. Of the result of that meeting no information has been received.

JACKSON AND MISSISSIPPI RAILROAD.—This road is to commence at Jackson, and terminate at one of the following places, as may be most suitable on the Mississippi, viz., Randolph, Fulton, Coal Creek, or Ashport. Its length will vary little, according to the surveys, from 58 miles, and its cost, the road to be made similar to the South Carolina road, is estimated, including every convenience for business, and to be completed early in 1837, at $337,052,50, and its income, based upon the present business of the country, at $100,500, its expenses at $19,350, leaving a net income, per annum, of $81,150, to divide among the stockholders.

This road will probably be continued to Columbia, either by the way of Bolivar, or to intersect in a more direct course the Columbia road, at its crossing of the Tennessee. The Columbia road will also probably be connected with Tuscumbia, or Decatur, by the way of Pulaski, Elkton, and Athens. There appears to be a suitable spirit aroused in Tennessee upon this subject, and important results must follow. The vast resources of the State will be developed, and its mineral wealth will be enjoyed by those who now possess them, instead of being wholly reserved for succeeding generations.

NEW-ORLEANS AND PONTCHARTRAIN RAILROAD.—This road extends from the city of New-Orleans to Lake Pontchartrain, about 6 miles, and is designed as a link in the route to Mobile by steamboat. The road, machinery, real estate in the city and harbor on the lake, (which last, by the by, must have cost the largest proportion of the amount,) have cost $443,443 76. It has been in use for passengers since the spring of 1832, and from the 23d of April to 23d October of that year, $36,000 were received for passengers alone, which, after deducting expenses, gave a net income of $25,000. It will materially reduce the expense of transportation between Mobile and New-Orleans.

TALLAHASSEE, (FA.,) AND ST. MARKS RAILROAD.—Something has been done towards a railroad from Tallahassee to some point on the St. Marks, or Wakulla river. 900 shares were subscribed, and application was to have been made at the last session for a charter.

LIST OF CANALS IN THE UNITED STATES.

MIDDLESEX CANAL, from Boston to Chelmsford, Mass.—This canal was constructed with a view of opening a communication with the Merrimac River, and of drawing the trade of that river to Boston. Its length is 30 miles, breadth at surface 30 feet, bottom 20, depth of water 3 feet, 136 feet fall, and 20 locks. Incorporated 1789; completed 1808, and cost $528,000.

BLACKSTONE CANAL, extends from Worcester, Mass. to Providence, Rhode-Island, 45 miles.

Most of the articles carried up this canal are articles for consumption and manufacture. Those carried down are mostly manufactured articles.

The descent from Worcester to Providence is 451 feet, overcome by 48 locks, 80 feet by 10; width of canal at surface is 34, bottom 18, and depth of water 4 feet; completed in 1828, and cost $600,000.

FARMINGTON CANAL, commences at New Haven, Ct. and when completed will connect with the Connecticut river, at Northampton, Mass. 65 miles. This canal is 38 feet wide and 4 deep.

The Farmington, like the Blackstone Canal, is not a profitable investment.

PAWTUCKET CANAL, in Lowell, for passing a fall of the same name, of 32 feet. It is 80 feet wide, 4 feet deep, and 2 1-2 miles in length.

SOUTH HADLEY CANAL, constructed to pass the falls in South Hadley, on the Connecticut River, is 2 miles in length, and has a lockage of 40 feet.

MONTAGUE CANAL, constructed to pass the falls of the same name in that town, is 3 miles long, 25 feet wide, and 3 feet deep—lockage, 75 feet.

ERIE CANAL, NEW-YORK.—Commenced July 4th, 1817. First navigated from Utica to Rome, fifteen miles, October 23, 1819. Tolls first received July 1, 1820. 280 miles of canal completed, and first boat entered the Hudson at Albany, from the north and west through the canal, October 8, 1823. Completed October, 1825. Length from Lake Erie to the Hudson river, 363 miles, viz.: Western section—Buffalo to Montezuma, on Seneca river, 157 miles, 21 locks, fall 186 feet; Middle do.—Montezuma to Utica, 96 miles, 11 locks, rise and fall 95 feet; Eastern do.—Utica to Albany, 110 miles, 52 locks, fall 417 feet. Total, 363 miles, 84 locks, rise and fall 698 feet.

Lake Erie is 565 feet above the Hudson river at Albany. The canal is 40 feet wide on the surface and 4 feet deep.

CHAMPLAIN CANAL.—Begun October, 1817; navigable November, 1819. This canal commences at the junction with the Erie Canal, nine miles north of Albany, and terminates at Whitehall, in the county of Washington, connecting the waters of the Erie canal and the Hudson river with Lake Champlain. It has a lateral cut connecting it with the Hudson river by three locks at Waterford, eleven miles north of Albany, as the Erie canal has connecting it with the same river at West Troy, by two locks.

Length from Lake Champlain, at Whitehall, to junction with Erie canal, nine miles above Albany, sixty-three miles. Number of locks, as follows: 7 locks rise from the lake to the summit level, 54 feet; 14 do. fall from the summit level to the Hudson, 134; Total, 21 locks, Rise and fall 188 feet.

OSWEGO CANAL.—Commenced, 1826; completed 1828. Length from Salina to Oswego, 38 miles; connecting Lake Ontario with the Erie canal. One half the distance is canal, and one half slack water, or river navigation, with a towing path on the bank. Fourteen locks, (13 of stone, and 1 of wood and stone.) Descent from Salina to Lake Ontario, 123 feet.

CAYUGA AND SENECA CANAL—commences at the Erie canal at Montezuma, Cayuga county, and terminates at Geneva, Ontario county, connecting the waters of the Erie canal with those of Seneca lake. This canal has also a lateral branch to East Cayuga village, on the Cayuga lake, thus connecting with the waters of that lake. It opens a lake navigation of more than 100 miles. Commenced 1827; completed 1829. Length twenty miles forty-four chains, from Geneva, on the Seneca lake, to Montezuma on the Erie canal. One half canal and one half slack water navigation. 2710 feet of tow-path bridges. Eleven wood locks. Descent 73 1-2 feet from Seneca lake to the Erie canal at Montezuma.

CHEMUNG CANAL—extends from the head waters of the Seneca lake to the Chemung (or Tioga) river, a branch of the Susquehannah, at the village of Elmira, Tioga county. Length 22 1-2 miles, with a navigable feeder from Painted Post, Stuben county, on the Chemung river, to the summit level, 13 1-2 miles, making

thirty-six miles of canal navigation. This canal thus forms part of a chain of communication from the Erie canal to the Susquehannah river. It has fifty-two wood locks, comprising 516 feet of lockage, and one guard lock, three aqueducts, five culverts, and seventy-six bridges. Distance from Elmira to Albany via this canal, Seneca lake, Cayuga and Seneca and Erie canals, 326 miles. Commenced 1830; completed 1833.

Crooked Lake Canal.—extends from Penn Yan to Dresden, both in Yates county, connecting the waters of the Crooked and Seneca lakes, through a beautiful and fertile country. It is eight miles in length, and has 260 feet of lockage, which is overcome by twenty-seven wood locks. The other structures are one guard lock, twelve bridges, three culverts, and one waste weir. Commenced 1830; completed 1833.

Chenango Canal.—An act of the Legislature was passed, February, 1833, authorizing the construction of the Chenango canal, to extend from the Erie canal, in Oneida county, to the Susquehannah river at Binghamton, Broome county. Length about ninety-five miles. Route as follows: commencing at Whitesborough, or Utica, passing through the valleys of the Oriskany and Sauquoit creeks, and Chenango river, and by the towns and villages of New Hartford, Clinton, Madison, Hamilton, Sherburne, Norwich, Oxford, Greene, and Chenango Forkes, and terminating at Binghamton, where it unites with the Susquehannah river. Elevation from the Erie canal to the summit level, 706 feet; descent from thence to the Susquehannah river, 303 feet; total lockage, 1000 ft.

The estimated cost of this canal by Mr. Hutchinson, Civil Engineer, in 1828, was $944,775 36; but the Canal Commissioners, in their report of January, 1834, estimate the cost at $1,737,703 22.

During the season of 1833, surveys of different routes were made from Sherburne, a few miles south of the summit level, north to the Erie canal, and a preference given to the route terminating at Whitesborough. (The Legislature, at their session in 1834, decided to change it to Utica.) On this part of the canal there will be eighty-seven locks and four aqueducts; and it is proposed to construct the locks with wooden chambers, supported by a dry wall of stone masonry on the sides, excepting about eight feet below the upper gates. Some of the locks are to be of stone. The plan adopted for making this canal, and its different structures, will increase its aggregate cost beyond the sum for which a canal less substantial might have been constructed; but it is the opinion of the Canal Commissioners that it will prove the cheapest and most useful, requiring less expense for repairs. To supply the summit level with water, artificial reservoirs are to be constructed, and fed from ponds aud brooks.

Contracts for the thirty-eight miles between the Erie canal and the village of Sherburne, (excepting the reservoirs and feeders,) have been made, and the 15th of October, 1836, is the time stipulated for the completion of the work. Surveys have been made from Sherburne to Greene, Chenango county, and the present season the surveys from Greene to Binghamton will be completed. These sections will be placed under contract as soon as convenient after the completion of the surveys and estimates.

One million of dollars have been appropriated to the construction of this canal, and an additional million is recommended by the Commissioners in anticipation of contracts.

Contemplated Canals.

Genesee and Allegheny Canal.—Public attention has been frequently called to the subject of a canal proposed to be made from Rochester on the Erie canal, to Olean (or Hamilton) on the Allegheny river; and a bill was passed by the Legislature in 1834, directing a particular survey of the route, and estimate of the cost of construction. The route was superficially surveyed in 1825 by an engineer of the State, and in 1826 a report made to the Legislature by the Canal Commissioners. The canal is to commence at Rochester, following the valley of the Genesee river, through Monroe, Livingston, and Allegheny counties, until it reaches the Upper Genesee Falls, at Nunda, in the latter county, from whence it rises to the summit level 981 feet above the Erie canal. The length of the summit will be eight miles, and the whole fall, from thence to Olean, Cattaraugus county, on the Allegheny river, is seventy-eight feet. Whole lockage, ascending and descending, 1,059 feet. The length of canal from Rochester to Olean will vary little from 100 miles. The lockage is equal to 132 eight feet locks on the whole line; being about the same proportion of lockage as the Chenango canal. A passage from the Ohio valley to the Genesee valley is here 1488 feet above tide level, and is less elevated than any passage that has been examined either to the Potomac or the Susquehannah valleys. With regard to a supply of water for the summit level, it is remarked by the engineer that the whole of the Ischua Creek can be received into a summit pond; besides, the drainage of 190 miles of surface can be turned into it, so that the reservoir would be abundantly supplied with water. Mr. Roberts, engineer, gives the following account of the capacity of the streams in October, 1825.

Ischua Creek, cubic feet per minute	750
Lime Lake, Beaver Lake, and Peacock Lake,	400
Oil Creek, ...	450
Together, per minute,	1600

In the report referred to, the estimated cost of the proposed canal is 875,588 dollars.

The distance of Rochester from Albany, by the Erie canal, is 270 miles; from thence to Olean, by the proposed canal, say 90 miles; from Olean to Pittsburg, by the Allegheny river, (which has been navigated by steamboats,) 260 miles.

The surveys have been commenced at the summit level, and will be continued in both directions. The work will probably be commenced next spring.

Black River Canal.—The Canal Commissioners report, March, 1831, that the cost of the proposed canal from Rome to the High Falls of the Black river, a distance of thirty-six miles, and including a navigable feeder of nine miles, at Boonville, with the improvement of forty miles of the river navigation from the High Falls to Carthage, is estimated at 602,544 dollars.

The whole rise and fall from Rome to the Black river, is .	1,078 feet.
Length of canal and river navigation,	76 miles.

The supply of water is to be obtained from the Black river, which, at Smith's mills, is estimated to afford 20,000 cubic feet per minute, in ordinary dry seasons.

Summary of Canals completed.

	Miles long.	Cost.	Tolls, 1833.
Erie Canal	363	9,027,456 05	1,290,136 20
Champlain do.	63	1,179,871 75	132,559 02
Oswego do.	38	565,437 35	22,950 47
Cayuga and Seneca do.	20	236,804 74	17,174 69
Chemung do. and feeder	36	342,133 95	694 00
Crooked Lake Canal	8	136,331 95	200 84
	528	$11,488,035 99	$1,463,715 22

Navigable feeders on Erie, Champlain, and Cayuga and Seneca Canals, 11 miles,—making a total of 539 miles of canal navigation, completed and owned by the State. Average cost per mile, $21,314.

Statement of Tolls collected on the Erie Canal at Rochester, and other places west of the Genesee River, in 1832 *and* 1833.

	1832.	1833.
Rochester	154,541 08	168,452 37
Brockport	13,025 81	18,554 55
Albion	10,219 43	15,178 84
Lockport	28,434 22	50,562 39
Buffalo	58,232 09	73,812 79
	$264,452 63	$326,560 94

[N. Y. Annual Reg. for 1834.]

Ontarioand ErieShip Canal.—It is not a new idea that a ship canal should be constructed around the Falls of *Niagara*. The importance of such a measure has long been maintained by men of discernment and judgment. Sooner or later it will be accomplished.

Hudson and Delaware Canal, extends from the Hudson to Lackawaxen coal district; 140 miles.

Morris Canal, N. J., connects the Delaware river at Easton, Pa., with the Passaic at Newark, and is to be continued to the Hudson at Jersey city. It is intended to facilitate the transportation of Lehigh coal to New-York; length 97 miles. On this canal, the elevation, which is over 1600 feet, is overcome by *inclined planes*, instead of locks, the only instance now recollected of their application in this country. Width, 32 feet; 4 feet deep; lockage, 206·9 by 75, wood and stone.

Delaware and Raritan Canal, connects the Delaware river at Bordentown with the Raritan at New Brunswick, passing Trenton, Princeton, and Kingston, on its route. This canal is supplied with water by a feeder, also navigable, from the Delaware at or above Lambertsville. Length of the canal 29 miles, breadth 75 feet, and depth of water 7 feet.

Pennsylvania.—Internal improvements in this state are progressing with astonishing rapidity. It appears from the report of the Canal Commissioners, read in Senate December 6, 1832, that, of the works constructed by the State, there are completed in the canals now navigable, 479¼ miles; in hand and likely to be completed during the present year, [1833,] 103¼ miles; independently of these, there are others constructed at the expense of corporations, and now in actual use, 280¼ miles.

Canals constructed by the State.—1. Canal from Columbia, on the Susquehannah, to the mouth of the Juniata, and up the Juniata to Hollidaysburg at the eastern base of the Alleghany mountain—distance 171 miles 246 perches.

2. Canal from Johnstown on the Conemaugh, at the western base of the Alleghany, down the Conemaugh, Kiskeminetas and Alleghany, to Pitsburg—distance 105 miles. [The above lines, connected by the "Portage Railroad," over the mountain, form the great east and west communication. It has a double connection with Philadelphia, one from Columbia, by way of the Pennsylvania Railroad, and the other from Middletown, nine miles below Harrisburgh, and eighteen miles above Columbia, by the Union Canal.]

3. Canal from the mouth of the Juniata up the Susquehannah to the forks at Northumberland, then up the north branch to a point 2 miles below Wilkesbarre. Distance 96 miles 295 perches. [It is contemplated to extend this at some future day to the north line of the state, when a communication by canal and railroad may take place with the Erie Canal.]

4 Canal from Northumberland at the forks of the Susquehannah, up the west branch to the Muncy Dam—distance 26 miles 160 perches. [For extension see below.]

5. The French Creek Feeder, intended to supply with water the future communication between the Ohio and Lake Erie—length 19 miles.

6. A canal from Bristol to Easton on the Delaware—length 59 miles 240 perches. [This is the channel by which the coal trade of the Lehigh reaches Philadelphia.]

Canals constructed at the expense of Corporations, and now in actual use.—7. The Union Canal from the Schuylkill opposite Reading, to the Susquehannah at Middletown—length 82 miles 88 perches. Branch Canal and feeder, belonging to the Union Canal Company, 22 miles in length, with a railroad of four miles to the Pine Grove coal mines.

8. The Schuylkill Navigation, from Port Carbon on the Schuylkill to Philadelphia—length 108 miles.

9. The Lehigh Canal, from Easton on the Delaware up the Lehigh to Mauch Chunk—distance 46 miles.

10. A part of the Hudson and Delaware Canal, from Honesdale on the Lackawaxen to the mouth of that stream—supposed 20 miles.

11. Conestoga Navigation, an improvement of Conestoga creek by locks and dams, from its mouth up to the city of Lancaster—distance about 14 miles.

12. The Codorus navigation, an improvement of Codorus creek from its mouth up to the borough of York—length about 10 miles.

Total of canal navigation now in use, 759¾ miles.

The canals authorized and now in progress at the expense of the State, and likely to be navigable by the end of this year, [1833,] are

From Muncy Dam on the West Branch up that river to the mouth of Bald Eagle creek. Distance 40 miles and 18 perches. [This is an extension of No. 4, and will complete the improvement contemplated in that quarter.]

From two miles below Wilkesbarre up the north branch of the Susquehannah to the mouth of the Lackawanna—distance 12 miles 316 perches. [This is an extension of No. 3, and will leave about 90 miles towards the north line of the State untouched.]

From the confluence of the Beaver with the Ohio, (20 miles below Pittsburg,) up the former river to Newcastle—distance 24 miles 240 perches. [This is the commencement of a communication between the Ohio and Lake Erie, which will pursue a northerly direction up the valley of the Shenango to the summit at Conneaut Lake, thence to Lake Erie, at the town of Erie. At the Conneaut summit it will be supplied with water from French creek, by a feeder described above as No. 5. From Newcastle to Erie, by the route selected, will be about 78 miles.]

A canal and slackwater along French creek, from the commencement of the feeder to the junction of that creek with the Alleghany—distance 25 miles 224 perches. [This work does not form a part of any great communication.]

By this statement it appears that after the present year only 90 miles on the north branch of the Susquehannah river, and 78 miles between the Ohio and Lake Erie, will remain to complete the whole system of improvement adopted by the State of Pennsylvania, and upon which operations commenced in the summer of 1826, less than seven years ago. That system will embrace when completed:

1. A great line of communication from Philadelphia, passing by Lancaster, Columbia, Middletown, Harrisburgh, Lewistown, Huntingdon, Hollidaysburg, Johnstown, Blairsville, Pittsburg, Beaver, Newcastle, and Meadville, to the Borough of Erie, on Lake Erie. The whole distance 481 miles, of which 118 miles are by railroad, 20 miles by the Ohio river, and 343 miles by canal. Distance from Philadelphia to Pittsburg 358 miles. [This passes through the great iron region of the Juniata, the salt and bituminous coal of the Conemaugh, Kiskeminetas, and Alleghany, and a country abounding in agricultural product.]

2. A great line from Philadelphia to the junction of the Tioga with the North Branch of Susquehannah, on the boundary of New-York, where a communication is now forming with the Erie Canal, by way of Chenango Point. This line diverges from the former at the mouth of the Juniata, and passes Liverpool, Selin's Grove, Northumberland, Danville, Berwick, Wilkesbarre, Pittston, Towanda, and Athens. It passes through the Wyoming coal region, and opens a rich agricultural country to market. Whole distance 324 miles, of which 81 miles are by railroad, and 234 by canal—common to the great western route 81 miles of railroad and 43 of canal.

3 The West Branch Canal from the mouth of Bald Eagle to the Forks at Northumberland, where it unites with the line last mentioned. It opens the richest land in the State, the valuable iron of Bald Eagle valley, and the inexhaustible beds of bituminous coal on the West Branch and its tributaries. These articles will have their choice of markets, between Philadelphia and the interior of New-York, where both are needed.

4. The Improvement of French creek and the Delaware Canal, which at present are rather detached works than parts of any great system of communication.

Extract from the Common-Place Book of an Engineer.

"BEAVER DIVISION" OF THE PENNSYLVANIA CANAL.—This section of the Canal commences at the town of Beaver, on the Ohio River, at the junction of the Big Beaver River, 30 miles below Pittsburg, and ascends the valley of the latter river, and that of its tributary the Shenango Creek, till its termination in Mercer county, a total distance of 30 miles and 240 perches. Of this distance, 8 miles and 100 perches are composed of canal, and the remaining 22 miles and 140 perches are of slackwater, composed by the pools of 7 dams, backing up the water variously from 2 to more than 7 miles. There are 18 lift and guard locks on the line, which for beauty and strength of workmanship are not surpassed by any in this country. The construction of these latter, together with that of the dams, has been very materially delayed, first by the want of the necessary appropriations, and afterwards by the unusually high and rapid freshets in the Shenango and Beaver Rivers. Still, however, under all these disadvantages, the canal will be finished by the end of 1834, and owing to the scientific and economical arrangement lately adopted by the state of Pennsylvania, in contradistinction to her previous course, this canal will be finished in the best manner, and handed over to the superintendent for the comparatively small sum of $481,282 98 cents, or about $16,650 per mile. Its construction was warranted by the prospect, when completed, of its yielding a handsome annual revenue.

MIAMI CANAL.—This canal extends from Dayton to Cincinnati, 66 miles, where it connects with the Ohio by locks which overcome a difference of level of 112 feet.

OHIO AND ERIE CANAL.—This canal commences at Cleveland, on Lake Erie, and passes through the heart of the State to the Ohio river at Portsmouth. The main line of this canal is 310 miles in length, with 24 miles of navigable feeders. The work was completed in 1832, and with the Miami Canal, of 66 miles, making the entire navigable canals in the State, 400 miles, at a cost of about $5,500,000. And it has beyond all question increased the value of the State more than *three times* that amount, as do all judiciously located and well constructed works of the kind.

WABASH AND ERIE CANAL.—This work is intended to connect Lake Erie with the Wabash, and of course with the Ohio and Mississippi. An easier communication can, probably, be effected between Lake Erie and the Ohio on this line than on any other, and although we have very little information relative to its cost and progress, yet from the general topography of the country, it may well be assumed that a more favorable route for such a work is seldom found It is progressing rapidly to a state of completion, as we understand. Although no intimation has ever been given us that the route could be made of sufficient dimensions for steamboats, yet it appears to us susceptible of, and highly favorable for, being so enlarged as to admit such steamboats to pass as navigate the rivers. Should this be done, and the communication be made direct from Lake *Erie*, instead of the more circuitous route through Lake Michigan, this, instead of the Chicago and Illinois route, will be the most favorable, and as Indiana is in the field, and her canal now under-way, if she would enlarge it, so as to permit the use of the Lake and Mississippi craft, she will secure an immediate advance in her general prosperity of at least *half a century*. Thirty miles of this canal were under contract, in 1833, to be completed in 1834, and the work will probably be completed in 1835 or '6, for boats.

CHICAGO AND ILLINOIS CANAL OR RAILROAD.—This straight, or portage, may be termed the *Panama* of the United States. It will, ere long, be considered in that light by business men, and the result will inevitably be a *steamboat canal* from the Falls of the Illinois to Chicago, on Lake Michigan, which, together with a canal of similar construction around the Falls of *Niagara*, and from *Oswego* to the *Hudson river*, will give to the enterprise of the country an impetus which will astonish even the most *sanguine* of the present day. The distance from Chicago to the Falls is about 90 miles, through a country of the most favorable character for such an improvement The elevation from the Lake is very trifling, only 25 feet, and the descent from thence to the foot of the Rapids, 175 feet in the distance of 80 miles, or a fraction over 2 feet per mile. Surveys have been made both for a canal and a railroad. A railroad would be preferable, unless the canal was of sufficient size for steamboats or sloops, which could also navigate the lakes. At all events, whether a canal or railroad shall be built, if soon effected, it will be amongst the most important works in the country. It would bring direct to New-York much that now goes to New-Orleans.

Mr. Bucklin, the engineer, who surveyed the route, estimates that a canal, drawing the water from the Lake for the whole distance, may be made for $4,043,036; if supplied with water from other sources, and lock down each way from the summit, it may be made for $1,601,695. A railroad for $1,052,488, and a M'Adam road for $1,041,624. A ship canal could probably be made, locking both ways, for $4,000,000; and upon a level with the Lake for less than six millions.

LOUISVILLE AND OHIO CANAL.—This canal is constructed around the falls of the Ohio River at Louisville, and is of dimensions sufficient to pass the largest steamboats; and greatly facilitates the immense business on that river.

[*To be continued.*]

[*From the National Gazette.*]

Extract from a letter dated Baltimore, 25th July, 1834:

"The display upon the Rail-Road here on Sunday last, exceeded any thing of the kind I have ever seen. I walked out to the Depot, where I met the train from the West; it consisted of 14 cars, amongst which were three, each running on eight wheels, the longest carrying 100 passengers, and the other two about 60 or 70 each. The remaining eleven cars were of various dimensions, carrying from 18 to 40 passengers each, making the whole number, as I was informed, more than 600 persons. This immense load was drawn by a single engine, at the rate of 15 miles an hour, with perfect ease.

What a triumph does this spectacle afford, of the power of science, when directed by a sound judgment and aided by patient industry. It was believed that, on account of the frequent and short curvatures on the Baltimore and Ohio Railway, it would be found impossible ever advantageously to use steam as a moving power upon this road; and indeed, I believe that no engine upon the plan of the English locomotives would safely run on it; but by persevering in a series of experiments, and *adapting the form of the engine wheels to the curves of the road*, this company have finally succeeded in constructing engines in their own work-shops, which burn anthracite coal exclusively as a fuel, and which fully answer all the purposes desired.

It would have required sixty of our ordinary stage-coaches, two hundred and forty horses, and sixty drivers, to convey this number of passengers eight or nine miles an hour upon our best turnpike-roads; and yet the whole was carried at nearly double that speed by one engineer and one fireman, and at an expense which, I learn, is estimated not to exceed sixteen or seventeen dollars per day, including the cost of fuel and repairs."

BOSTON AND LOWELL RAILROAD.—The excation of the ledge is now completed, all but levelling the unevenness of the bottom, and no doubt the whole route may be, and perhaps will be, completed in November; but it is not intended to put on the locomotive till the next spring. The work has been slowly, surely, and faithfully done, and when once it is said to be complete; the proprietors may congratulate themselves upon the certainty that no great deductions from the income will be necessary for repairs.

Two locomotives are now being built at the machine shop in this town, where the union of the best Yankee and foreign mechanical skill produces the highest perfection in machinery. One is to be called the "Double Speeder, and the other "David Crockett," and when they "go ahead," it will be in earnest.—[Lowell Journal.]

Avoylle Ferry, on Red River, La., June 4, 1834.

To the Editor of the Railroad Journal.

SIR,—Although our early part of the season was later and more backward than usual, owing to colds and rains, our crop of cotton is as promising, and more than was ever cultivated in this country. If the season should continue favorable, the present crop will far exceed any former year in this section of country.

Crops of corn are also generally promising; early plantings now in silk and tassel, and some in "roasting ears," (as our phrase is.)

P. G. V.

STRENGTH OF CORDAGE.—The Boston Hemp Manufacturing Company have lately put up a machine, at their ropery on the Milldam, for the purpose of determining the strength of their cordage, spun in the common method by hand. A great number of experiments have been made by breaking ropes of various sizes and kinds on this machine, and the following exhibits the average result of these trials. The figures show the number of pounds required, *by each inch of the square of the girt of the rope to part it.*

Whale line spun by hand, best that could be produced,	776	lbs.
Whale line spun by machines,	994	
Russia bolt rope, 1st quality,	723	
Bolt rope of machine spun yarn,	915	
Running rigging, 1st quality Russia,	442	
Running rigging, American, spun by hand,	631	
Running rigging of machine spun yarn,	717	
Cotton line,	604	
Coire rope,	215	
Rope made of Manilla hemp,	610	
Rope made of New Zealand flax, *Phormium Tenax*,	722	
Mean of all hand spun hemp rope,	633	
Mean of all machine spun hemp rope,	875	

Showing the machine spun rope to be 36 per cent. stronger than the hand spun. If, however, we reject the trials on Russia cordage, which is very weak, the superiority of the machine spun ropes is reduced to 24 per cent. over all others.

In no instance whatever, was the trial on machine spun ropes made on selected specimens, but the pieces to be tested were taken from common coils as made for use. Indeed, it happened that the machine spun ropes, except the whale lines, were made of hemp inferior in quality to that usually wrought in the machines. The modulus of cohesion, of the strongest ropes in these experiments, is 30,700; or a rope of this strength could be let down into a pit 30,700 feet, or 5-8ths of a mile, before it would be broken by its own weight. A rod of iron can sustain itself, according to Mr. G. Rennie, only for a length of 19,700 feet.

On the 27th of March, by the politeness of Mr. Treadwell, we witnessed the operations of the machinery for preparing the hemp and spinning the yarn; and we were also shown the method of impregnating the ropes with tar, which is done uniformly throughout their whole thickness, the tar being kept at a temperature below the boiling point. The ropes made of these yarns have the appearance of being *stained* rather than *tarred*.

The superior strength of the ropes made from yarn spun by machinery appears to consist in this, that the fibres in the middle of the yarn are nearly of the same tension as those of the outside, whereas, in the yarn spun by hand, they are much more tense in the middle; and the short fibres being the first to give way, the whole stress is thrown upon the outside ones, which, being fewer in number, consequently cannot bear so much strain as a rope made up of fibres of equal tension.

The machine for trying the strength of ropes is so constructed as to try them fairly and accurately. The following experiments on the strength of three ropes were tried in our presence, and we have no doubt of their correctness.

No. 1. Whale line spun by hand—girt 2 inches; broke by 2240 pounds.

No. 2. Whale line made by Boston Hemp Company, spun by machinery—girt 1 $\frac{7}{8}$th inches; broke by 3520 pounds.

No. 3. Running rigging made by the Boston Hemp Company—girt 2 $\frac{1}{8}$th inches; broke by 3440 pounds.

As No. 2 was one seventh smaller than No. 1, we should add 502 pounds to the weight it actually bore, making 4022 pounds, for the weight it would have borne, if it had been of the same size as No. 1: consequently it was 64 per cent. stronger than No. 1. Again, No. 3 was one ninth larger than No. 1; we must therefore deduct from the weight it actually bore 382 pounds, leaving 3058 as the weight it would have borne, had it been as small as No. 1. It was therefore 25 per cent. stronger than No. 1.—[The Mechanic.]

ORFFYREUS' WHEEL.—Gravesend, in his Œuvres Philosophiques, published some time about 1774, at Amsterdam, gives an account of a singular machine constructed by one Orffyreus, which was styled a perpetual motion. The facts in relation to it, as nearly as we can ascertain, were simply these: A large circular wheel, twelve feet in diameter, and fourteen inches thick, was made of very light thin deal boards, resembling a drum, as mechanics call it, for carrying bands. The sides, or rather ends, were covered with waxed cloth, to prevent any one from discovering the inside. Through the centre was an iron axle, the gudgeons of which rested on two upright pillars, in the manner of hanging a grindstone. On giving it a slight motion either way, its revolutions speedily increased to twenty-five a minute. For two months it never varied in the least from that motion. Being placed in a chamber, at the residence of the landgrave of Hesse, the door was fastened, and the seal of his highness placed on the lock. At the expiration of sixty days the apartment was opened, and the wheel found revolving at the usual speed. It was then stopped to prevent it from being worn out. The inventor was so incensed because Professor Gravesend undertook to examine it, that he broke it in pieces before his face. The landgrave once saw the inside, but, being sworn to secrecy, only said it was very simple. Both the inventor and his friend died soon after, and all knowledge of its constructionr is therefore lost to the world.—[Scientific Tracts.]

MIXED BLOOD OF AMERICANS.—"It is acknowledged," says Cicero, "that literature, polite arts, religion, agriculture, laws, and social rights, originated in Athens, and were thence distributed over all nations." The fertility of the soil, the excellence of the climate, the freedom of the government, and the enterprising spirit of the people, must have co-operated in producing this transcendant and pre-eminent state of human exaltation. And if a comparison was instituted in those respects between that country and ours, in what important part should we be deficient!

We are perhaps more favored in another point of view. Attica was peopled from Egypt, but we can boast of our descent from a superior stock. I speak not of families or dynasties; I refer to our origin from those nations where civilization, knowledge, and refinement, have erected their empire, and where human nature has attained its greatest perfection. Annihilate Holland, Great Britain, Ireland, France, and Germany, and what would become of civilized man? This country, young as it is, would be the great Atlas remaining to support the dignity of the world: and perhaps our mingled descent from various nations may have a benign influence upon genius. We perceive the improving effects of an analogous state upon vegetables and inferior animals. The extraordinary characters which the United States have produced may be in some measure ascribed to the mixed blood of so many nations flowing in our veins; and it may be confidently predicted, that the operation of causes, acting with irresistible effect, will carry, in this country, all the improveable faculties of human nature to the highest state of perfection.—[Scientific Tracts.]

Large Reflecting Telescopes applicable to Exact Theoretical Astronomy. [From the Repertory of Arts.]

Sir John F. W. Herschel has rendered large reflecting telescopes applicable to the nicer purposes of exact theoretical astronomy. Although the science of astronomy itself does not fall within the plan of the Repertory, yet the construction of astronomical instruments, we conceive, belongs strictly to the department of practical knowledge which it is our purpose to improve and to extend. In accordance with this view of the object of our journal, we now lay before our readers an account of the process by which, in the accomplished hands of Sir John F. W. Herschel, (whose inheritance of his illustrious father's talents embraces alike the ingenuity required for the construction of astronomical instruments, and the accuracy, skill, and profound acquaintance with the subject necessary for their successful employment in the solution of the higher problems of astronomy,) the only obstacle which remained to the application of large reflecting telescopes to the nicer purposes of exact theoretical astronomy has at last ceased to exist.

In the second part of the Philosophical Transactions for the past year is an elaborate paper by Sir John Herschel, consisting of observations of nebulæ and clusters of stars, made at Slough, with a twenty-feet reflector, between the years 1825 and 1833. An appendix explains the manner in which the reduction of the observations, of which the paper itself is a collection, has been executed by the author. It is in the course of this explanation that the final improvement of the reflecting telescope is described. A difficulty presented itself in the reduction of the observed polar distances to mean polar distances at a fixed epoch, arising from considerable fluctuations in the value of a certain expression, which was a function of the times of the transit of the objects observed over the vertical wires of the eye-piece of the telescope. These fluctuations in value, to which the function alluded to was found to be liable in very variable degrees at different epochs of the observations, were occasioned by instability of the instrument, which was partly due to hygrometrical changes, but by far the worst and most intractable part of the fluctuations appeared "to have taken its rise from the shifting of the line of collimation, owing to the mirror taking a new bearing in its cell." "I regret," continues Sir J. Herschel (Phil. Trans., 1833, p. 488), "that I did not earlier perceive this cause of error. It has only recently occurred to me, and the remedy almost at the same instant suggested itself in a simple, and what, I trust, will hereafter prove an effectual application, of the collimation principle of Rittenhouse and Kater. It consists in attaching to the *inside* of the wooden tube of the reflector a small achromatic telescope, having its object glass turned towards the speculum, and its eye end projecting at right angles to the axis of the tube through an aperture in the side, the cone of rays being deflected outwards at a right angle by a small mirror 45° inclined to its axis. In the focus of the object glass (thus rectangularly deflected,) is fixed a cross of fine spider-lines, strongly illuminated by a lamp (capable of being shut off when not wanted,) which also serves to illuminate the field. The cross is so situated, that its image, seen in the telescope as an object infinitely distant, (according to the principle of the collimator,) makes, with all its arms, angles of 45° with the horizontal and vertical wires of the sweeping eye-piece. In the beginning of a sweep, the intersections of both crosses are brought to exact coincidence (by a method presently to be explained); and it is evident that if in the progress of the sweep the slightest shifting of the mirror in its cell should produce a motion of the line of collimation, it cannot fail to be detected by the apparent recess of the two crosses from their original common intersection. A relative motion, to the amount of two seconds of space, either laterally or vertically, cannot possibly escape detection, as I have convinced myself by many trials; and so satisfactory has this mode of overcoming the difficulty in question proved, that I have no hesitation in saying, that the only obstacle to the use of large reflectors for the nicer purpose of exact theoretical astronomy (viz. the error caused by the shifting of the mirrors in their cells, by reason of their great weight, and the danger of securing them by strong pressure,) has ceased to exist. It is not, however, sufficient to have the means of readily detecting error, without possessing that of correcting it with equal readiness, or at least measuring its amount. A very simple and effectual contrivance accomplishes this. The two adjusting screws by which the mirror case is supported against the bottom of the tube are terminated outside of the latter by large disks or wheels of wood about six inches in diameter, grooved at their edges. Round these re-entering cords are conducted over pulleys, to a convenient point within reach at the mouth of the tube, forming a kind of reins, which hang loose when not in use, but by tightening or drawing one or other of them, any motion, however large or minute, may be given to the line of collimation at pleasure. By the aid of this mechanism, the perfect adjustment of the line of collimation (to the full extent of the optical powers of the instrument) is performed in an instant, and may, if we please, be repeated at every observation, being attended with no trouble; nay, the line of collimation may be purposely deranged to any extent, and immediately corrected. So that by graduating the grooved disks, and adopting an index to each, a very complete distance and position micrometer, for the measurement of double stars, might be formed, in which, if necessary, two lucid points might imitate the two stars to be compared."

To the foregoing account of his application of the collimating principle, Sir J. Herschel annexes the following note:

"My first collimator consisted of a small object glass, by Fraunhofer, of about one inch and a half in diameter, and twelve inches focus. When applied to the twenty-feet reflector, as described in the text, it formed an admirable microscope with its full aperture—an extraordinary proof of the perfection of its construction, this being, doubtless, the severest test to which an achromatic object glass can be possibly subjected. The most beautiful object I can remember to have seen in telescopes was Jupiter entering, perfectly defined, and with all the appearance of a real globe, into the image of a small glass globule, placed in the focus of the collimating telescope. It

seemed like the mutual penetration of two solids, or rather two essences of different natures, the one bright and ethereal, the other dark and adamantine. This most exquisite specimen of workmanship was destroyed by an accident. That with which I have been forced, temporarily, to replace it, bears no comparison with the original."

On the Employment of Filters in Chemical Analysis. By Dr. TURNER, Professor of Chemistry in the University of London. [From the Repertory of Arts.]

In my own researches I am in the habit of determining the weight of substances collected on a filter in one of three different ways. One of these, introduced by Berzelius, consists in burning the filter in a platinum crucible, and deducting the weight of its ashes. This method is peculiarly applicable to the analysis of minerals where such substances as silica, alumina, and lime, are frequent. Even some substance of easy production, such as peroxide of iron and sulphate of baryta, may be safely treated in the same way; but in these cases it is advisable, not only, as usual, to separate the mass of the precipitate from the filter before setting it on fire, but to moisten both with a little nitric acid, and to insure very free exposure to the air during the burning of the paper and the subsequent ignition. For such purposes I commonly use some excellent Swedish filtering paper, kindly procured for me by Berzelius.

Another method is that of the double filter, introduced by Dr. Thomson, which I have used in all the experiments where filtration is spoken of in the present and former communication. Both Berzelius and Dr. Thomson himself seem inclined to doubt the accuracy of this method; and it is certainly liable to objection, except with certain precautions and with very compact filtering paper. The paper which I use for the double filter is considerably thicker than the Swedish paper, and of such compact texture, that recently precipitated oxalate of lime, or sulphate of baryta, thrown down by Glauber's salt in a neutral solution of the chloride of barium, may be filtered by it. The precautions employed are these: The paper, folded into filters, is macerated in dilute nitric acid for two days, is then fully washed with warm distilled water, and dried at a temperature of 212° Fahr. After acquiring its hygrometic moisture, two of the filters of nearly the same weight are poised against each other, and any small difference marked in pencil on the lighter one. Before being used a pin-hole is made in the outer filter, in order that any accidental imperfection in the inner filter should be made apparent. After filtration both filters are dried at the same temperature, and are afterwards allowed to recover their hygrometric moisture completely before removal to the balance. In repeated trials I have found a pair of filters to recover, after use, their original relation in weight to within the 100th part of a grain; nor have I ever noticed a greater deviation than may well be expected in every process where filtration is concerned. Additional testimony of the same kind will be found in my Essay printed in the Philosophical Transactions for 1819 [1829], where, in two sets of experiments, the same point is investigated by the use of double filters, and by evaporating the precipitate to dryness without filtration.

A third method consists in employing a single filter, which is dried, before and after filtration, at some fixed temperature, as at 212° Fahr.; and when so dried, is inclosed in a light silver vessel, the cover of which is tightly fitted by grinding. The filter may thus be deliberately weighed without absorbing moisture during the operation. In case of its being inconvenient to employ an uniform temperature, the filter may be dried at a variable heat, be allowed to absorb hygrometric moisture, and afterwards kept at about 50° Fahr. for two hours in a closed bottle, the bottom of which is covered with pulverized quicklime. In this method, while operating at least with paper of English manufacture, it is essential, more so than with the double filter, to have previously macerated the filter in dilute acid; for all such paper which I have examined contains lime.—[Phil. Trans., 1833, Part ii. p. 542.]

[*From the New-York American.*]

TABLE OF GOLD COINS.—We are indebted to Mr. Reid, the writer of the able Lecture from which we published an extract on Wednesday, for a Comparative Table of Gold Coins, which, by the recent laws, are made current in the United States, and of those coins only.

The table we published some time ago from Bicknell's Reporter, included a great many gold coins, about which, as they are below the minimum standard of fineness required by our laws to constitute them a legal tender, it is not a matter of interest to concern ourselves. The table now published includes all the coins, and none others, made by the late bills a legal tender.

TABLE OF FOREIGN GOLD COINS,

Which it is declared by the recently enacted Foreign Gold Coin Bill "shall pass current as money, and be receivable in all payments, by weight "for the payment of all debts and demands, from and after the 31st day of July, 1834," viz: 1. The Gold Coins of Great Britain, Portugal, and Brazil, of not less than 22 carats fine, at the rate of 94.8-10 cents per pennyweight: 2. The Gold Coins of France, nine-tenths fine, at the rate of 93.1-10 cents per pennyweight: and 3. The Gold Coins of Spain, of the fineness of 20 carats 3.7-16 grains, at the rate of 89.9-10 cents per pennyweight.

NOTE.—The Gold Coins of Mexico and Colombia not being 20 carats 3 7 16 grains fine, are not included in the Table, because they are not legal tenders for the payment of debts and demand

1. Gold Coins of G. Britain, Portugal and Brazil, 22 Carats fine.

	Weight.	Contents in pure gold.	Value in U. S. Currency at 94 8-10 cts. per dwt.	Value in U.S.Currency estimated by the quantity of pure gold compared with the pure gold in the new Eagle of 232 grains.
	dwt. gr.	*grains.*	*d. c. m.*	*d. c. m.*
G. BRITAIN—				
Guinea, (half and 7s. piece in proportion..	5 9 39-89	118.6	5 11	5 11 2
Sovereign, (half in proportion.).....	5 3 171-023	113	4 86 9	4 87*
PORTUGAL—				
Dobraon of 24,000 Rees, (half in proportion.)..	34 12	759	32 70 6	32 71 9
Dobra of 12,800 Rees,..	18 6	401.5	17 30 1	17 30 6
Moidore,.....	6 22	152.2	6 55 7	6 64 2
Milree, 1755.....	19 3-4	18.1	0 78 0	0 78 0
BRAZIL—				
Dobraon.....	34 12	759	32 70 6	32 71 9
Dobra	18 6	401.5	17 30 1	17 30 6
Moidore,.....	6 22	152 2	6 55 7	6 64 2

N. B.—There are several Gold Coins of Portugal and Brazil, the Joannese, the pieces of 16, 12 and 8 festoons, and the old and new crusado, which are not included in the above Table, because they are not 22 carats fine, and of course are not legal tenders, the words of the Act being express—"the gold coins of Great Britain "Portugal and Brazil *of not less than 22 carats fine.*"

2. Gold Coins of France, Nine-tenths fine.

	Weight.	Contents in pure gold.	Value in U. S. Currency at 93 1-10 cts. per dwt.	Value in U.S.Currency estimated by the quantity of pure gold compared with the pure gold in the new Eagle of 232 grains.
	dwt. gr.	*grains.*	*d. c. m.*	*d. c. m.*
Double Louis, coined since 1786, (single in proportion,).....	9 20	212.6	9 15 4	9 16 3
Double Napoleon, (single in proportion,).....	8 7	179	7 71 8	7 71 5
New Louis,.....	4 3 1-2	89.5	3 85 9	3 85 7

NOTE.—The Double Louis, Louis and Demi-Louis, coined before 1786, not being nine-tenths fine are not included in the Table, because they are not legal tenders. Neither are the Double and Single Napoleon, or the New Louis exactly nine-tenths fine, but the deficiency is so very small that it is believed it is covered by what is called the remedy of the Mint.

3. Gold Coins of Spain, 20 Carats 3 7-16 grains fine.

	Weight.	Contents in pure gold.	Value in U. S. Currency at 89 9-10 cts. per dwt.	Value in U.S.Currency estimated by the quantity of pure gold, &c. &c.
	dwt. gr.	*grains.*	*d. c. m.*	*d. c. m.*
Quadruple Pistole or Doubloon, coined before 1772, (double, single and half in proportion,)..	17 8 1-2	375.3	15 50	16 17 6
Quarter Pistole, or Gold Dollar, coined before 1772,.....	1 3	24.2	1 01 1	1 04 3
Doubloon of 1772, (double and single in proportion,).....	17 8 1-2	372	15 50	16 03 4
Half Pistole of 1772.....	2 4	46.3	1 94 7	1 99 5
Quarter Pistole of 1772,.....	1 3	23.9	1 01 1	1 03

NOTE.—The Quadruple Pistole, Double Pistole and Pistole of 1801, as well as the Coronilla, Gold Dollar or Vintem of 1801, not being 20 carats 3 7-16 grains fine, are excluded from the Table, not being legal tenders. The law, in fact, as far as the Spanish Coins are concerned, will be nearly a dead letter, because the other Coins enumerated in the above Table are considerably more than 20 carats 3 7-16 grains fine. Their value as currency at the rate put on them by law, therefore, is less than their value as bullion. Thus the Doubloon coined before 1772 is only worth as currency at the rate of 89 9-10 cents per dwt. $15 50, while as bullion it is worth $16 17 6.

*. In the above Table the Coins are all presumed to be of full weight, but fractional parts of a mill have been disregarded in the calculation of their value. It will be found to be a sufficien approximation to the truth for all ordinary purposes. To those who wish perfect accuracy, I would observe that the quantity of pure gold in the Sovereign is 113 18-11,214 grains, and that the true value of the Sovereign compared with the new Eagle of 232 grains is $4 87 7 100. This is also the true par of Exchange between the United States and London, and is equal to a premium of 9 7-10 per cent., as near as can be calculated, on the nominal par of $4 44 or 109 7-10 for 100.

W. REID.

AGRICULTURE, &c.

Cultivation of the Grape. By R. T. To the Editor of the New-York Farmer.

I am glad to observe you are disposed to devote some space in the columns of your useful periodical to draw the attention of the agriculturists of this country to the cultivation of the vine.

It appears this is destined to become one of the leading branches of industry that will not only richly reward the enterprising and public spirited individuals who have embarked in it, but will at the same time afford them the pleasure of knowing that they are promoting the great objects of temperance, by substituting the pure juice of the grape, a healthy beverage, sanctioned by the authority of our ablest physicians, for the "liquid poison and poisonous liquors" that are blasting the physical and mental energies, the health and happiness, of a large class of our fellow-creatures.

You will, however, find some difficulties to overcome, some prejudices to remove, growing out of the unsuccessful attempts that have been made to introduce the foreign vine instead of those which are indigenous to our own soil, before you can convince the owner of every well cultivated farm in the United States, that it would be conducive to his interests that a vineyard should occupy a portion of it.

I rejoice that there is no necessity for the cultivation of foreign vines for our tables, or for the manufacture of wine, for there is now, fortunately, sufficient information on this subject to speak without the fear of contradiction, *that they cannot be profitably propagated by open culture in this climate.* We have the Isabella, Catawba, York, Madeira, and other native vines, which thrive admirably well, make excellent wine, and are good table fruit, largely cultivated in Pennsylvania, have commenced in New-Jersey, with very fair prospects, and in the southern part of the State of New-York. These will unquestionably succeed; and the more light and information you can diffuse among the agricultural portion of our population upon this interesting subject, that may well claim the patronage of every friend of temperance and national economy, the sooner will they be able to tender their acknowledgments to you, for promoting their interests, and making *them* instrumental in consummating the great temperance reformation that is taking place in this country.

Wheat Worm.—It is said that the wheat in this and the neighboring counties is suffering great injury from the ravages of a worm. It is the Vibrio tritica, and a full description of it is to be found in the Penny Magazine, for August, 1833.

The only remedy against a recurrence of the evil is to steep the seed wheat in water thrown upon unslaked lime.—[Schenectady paper.]

Price of Land in Virginia.—The salt tide region of Virginia possesses such great advantages for farming, and offers so many inducements for the investments of capitalists, that it seems to a stranger not only remarkable, but unaccountable, why agricultural profits and improvements should be generally so low, and the prices of land still more depressed: poor lands, but such as have abundant and cheap means for being enriched, often selling at from $1 to $2 the acre—and even such as are already rich, at from $5 to $20. Many tracts at such prices are on waters among the best in the world for navigation—and all are convenient to them, and to some one or more of the market towns of the Chesapeake.—[Farmers' Register.]

Agricultural Fair in Germany.—A correspondent to the London Gardener's Magazine thus writes.

I know not whether, during your stay here, you observed the great meadow before the town, where what is called the October festival is held. This meadow is enclosed on the west by a range of gentle acclivities, disposed somewhat in the form of an amphitheatre. Every year, in October, a great multitude of people from all parts of the kingdom assemble at this festival, which was established by the Agricultural Society, for the exhibition of agricultural produce, and for the granting of premiums to the producers of objects worthy of reward.

Those farmers who distinguish themselves by their agricultural labors, or by the quality and genuineness of the breed of their horses, bullocks, sheep, and pigs, receive publicly, from the hands of the minister for the home department, and in the presence of the king and the whole court, the prizes previously awarded to them by the decision of agricultural judges. Public games and horse-races are connected with this solemnity. Thus, besides the great utility of this annual festival in encouraging and improving agriculture, it affords to the mere spectator a most pleasing spectacle and much genuine enjoyment. On these amphitheatre-like heights, where the Bavarian people, like the ancient Greeks at the Olympic games, annually assemble, a picturesque plantation has been laid out by order of the king. This plantation is to serve as an enclosure and background to a building, which is to have the character of a monument, and in which the busts of eminent national artists and men of letters will be placed. The plantation is in the natural style of landscape gardening; and, though it is as yet of little height, it has a very picturesque effect, which will be greatly increased when the architectural objects are finished.

Munich, July, 1833.

Obituary.—*G. Sinclair.*—Died, at New Cross Nursery, Deptford, March 13, Mr. George Sinclair, F. L. S., H. S., &c., nurseryman, in the forty-eighth year of his age. Mr. Sinclair was many years gardener to the Duke of Bedford, at Woburn Abbey, and conducted there, under the direction of Sir Humphry Davy, an extensive series of experiments to determine the nutritive powers of the British grasses and herbage plants. It was there also that Mr. Sinclair composed the *Hortus Gramineus Woburnensis*, a national work, which embodies the results of the experiments alluded to, and is the most important of its kind that ever was published. Mr. Sinclair was also the author of various other publications or articles, the last of which, we believe, was the *Treatise on Useful and Ornamental Planting*, published by the Society for the Diffusion of Useful Knowledge. In the history of British agriculture, the name of George Sinclair will hold a conspicuous station in all future times, as the introducer of a new and improved system of laying down lands in grass. Mr. Sinclair had a considerable knowledge of chemistry, and was a good vegetable physiologist; hence all that he wrote bore a character of scientific inquiry, as well as of practical skill. As a man, few stood higher in our estimation; and it may be truly said, that he was esteemed and beloved by all who knew him. His early death, we believe, may be chiefly attributed to the profound grief which preyed on him after being suddenly bereaved of an only daughter, who died in April, 1833, about the same time that Mr. Sinclair lost his father and his uncle.—[Loudon.]

NEW-YORK AMERICAN.

JULY 26—AUGUST 1, 1834.

LITERARY NOTICES.

We have still some letters of our Western correspondent lying beside us; and though they will probably appear in another form, some time during the Autumn, we shall still occasionally select one for publication in the meantime. The following describes the gradual change of scenery, from the populous and rich agricultural districts in the western part of Kentucky, to the broken and rude region that extends along its eastern boundary.

Forks of the Kentucky, April.

After discharging my tavern bill, on the day that I left Lexington I rode over about noon to the house of a friend in another part of the town, where an early dinner had been courteously provided solely for myself and the new travelling companion mentioned in my last; and our time not allowing us to pay that devotion to the excellent Madeira and old sherry which their richness and flavor would naturally claim, a bottle of each was quietly deposited in a basket, with some other accompaniments, and a servant despatched by our kind entertainer to guide us on the first stage of our journey.

Emerging soon from the beautiful environs of Lexington, we rode for an hour or two through narrow roads, where the moist, rich soil was fetlock-deep for our horses. But the inclosures, which were generally shut in by a worm-fence on either side, were exceedingly beautiful; and the woodland and arable were so intermixed, that the tall and taper trees of the former, now ranging in open avenues along a hill-side, and now disposed in clumps upon the meadows, as if set there by the eye of taste, produced the impression of riding through a magnificent park, whose verdant swells and embowered glades have been only here and there invaded and marred by the formal fences drawn through them.

We were in a celebrated grazing district, and entering the gate of a plantation towards evening, this park-like scenery continued to grow upon us. There were neither roads nor lanes through the plantations, but the respective owners having merely an open right of way through each other's grounds, nothing could be more devious than our route from gate to gate. It lay chiefly through the wooded pastures for which Kentucky is so celebrated, and the fresh young grass was at this early season like an elastic carpet beneath our horses' feet. The new foliage of the spring was still too tender to rustle in the evening breeze, and the moonbeams, which silvered the tops of the lofty tulip trees, and played through the acacia's slender screen, fell soft as sleep upon the greensward. Sometimes the frequent clumps would thicken into groves, whose depths it was idle to attempt to pierce; and then again where a rich fringe of underwood indicated the bank of a rivulet, enormous vines pendent from some ancient walnut, would fling their verdurous canopy over its fountain head.

After fording a number of fine brooks, whose full currents more than once washed our saddle girths, we came at last to our destination for the night. It stood upon an an eminence; a spacious old fashioned building, erected during the early settlement of Kentucky, and now in a state of considerable dilapidation. Our black guide, who was an old family servant well known to the proprietor, was our only letter of introduction, and the hospitable manner in which we were received and made at once at home, showed that we needed no more. The young planter, our host, was of an old Virginia family, and the room in which I slept was decorated with several family pictures in the costume of Charles the Second's time, whose faded colors and tarnished frames were in better keeping with the ancient exterior of the dwelling, than the neat apartment wherein I passed the night.

After an early breakfast, our horses were led to the door by three slaves—our entertainer's, a fine blooded gelding, having his saddle covered by a bear-skin, of which his master's rifle had robbed the original owner. All being ready for mounting, it was not yet without considerable difficulty that we got permission to start—our friendly host, who, the

night before, would scarcely hear of our leaving him in the morning, still insisting upon our "giving him at least a few days."

An hour after found us riding through a country of the same character as that already described but, the land beyond it seemed to lie in ridges against the sky; and topping one of these again, we saw for the first time a blue line of mountains darkening the horizon. It was so long since I had seen any thing of the kind, that I confess the effect upon me was almost thrilling. The sweeping prairies, the broad rivers, and magnificent vegetation of the West, were at once forgotten; and I thought only of the pine covered mountains of my native state, the rocky banks of its gushing streams, and the lonely lakes from which they take their rise—and I felt the while an indescribable longing to be "over the hills and far away." Those blue summits before me were the spurs of the Alleghanies, and though the main chain was yet hundreds of miles in advance, with a dozen intervening ridges of as many different names between, it was something, at least, I thought, to be once within their cool defiles. I now write to you from one of their inmost glens, and the feeling has hardly abated. To realize the delight I take in their rough embraces, you must, whatever may be your love of mountain scenery, have passed months upon the smooth prairies, or floated for weeks along the alluvial-banked rivers of the West.

From this point we rode for a short distance over a very indifferent soil, through a wood of oaks, in the centre of which we came to a spot that will, probably at no very distant day, be celebrated as a place of public resort. On the banks of a clear brook, that winds through the forest, there are no less than four or five mineral springs, within as many rods of each other, and each of a different quality. The two which have attracted most attention, are a sulpher and an oil spring; the last of which, from the quantity of oleaginous mattter always floating upon its surface, is quite a natural curiosity. The proprietor, who contemplates creating an establishment upon the spot, lives in a log hut near the springs, and treated us very hospitably. His little establishment was neatly ordered; and he set before us a most acceptable repast of fish, ham, eggs, and coffee, for which he would not hear of receiving compensation.

The day by this time was half spent, and our host of the night before having out of mere politeness accompanied us thus far on our way, was compelled to return upon his tracks. He insisted, however, upon piloting us out of the wood, and then taking a kind farewell, he struck the rowels in his blooded horse, who, unembarrassed by the baggage which encumbered our patient roadsters, wheeled with a snort upon his hindlegs, and was instantly lost in the forest from which he had just emerged.

The country became now more and more broken, and less suited to cultivation, but watered by numerous rills from the hillsides; the feeders, probably, of a turbid torrent called the Red River, to whose banks we came just after sunset. The ferry-scow had been carried away by a recent freshet; and urging our horses to the rushing brink, we were only prevented from trying to ford or swim the stream by a number of persons who hurried to the spot from a mill hard by, and begged us to desist. How to get over though, otherwise, was the question; and it was so rapidly growing dark, that each moment rendered the delay more disagreeable. But the difficulty was soon solved by a byestander; who, guiding us to a spot further up the stream where he kept a canoe, it was soon loosened from its moorings, and placing our valices and horse furniture on the bottom, we crossed one at a time, swimming our horses over beside the canoe. They both in succession landed safely, though the office of getting them up the steep and slippery bank on the opposite side was no sinecure. It was quite dark before we re-saddled and started anew; and after dodging about for some time in the woods to find our road, we discovered by the moon, as she got above the tops of the trees, the print of a wheel in the bed of a brook, and followed this novel kind of turnpike up, until we came to the house of a tanner, where we obtained permission to pass the night. We were now entering what is called the knobs of Kentucky, a part of the State but little settled, and barren in comparison with the populous and fertile districts I had hitherto visited. Being off the main roads too, the accommodations are of course very different from what may be found upon more travelled routes, and my companion and myself were both compelled to take upon ourselves the duty performed by slaves the night before, and feed and groom our own horses. L. however, I find, has all the adaptability about him required on such a tour; and as for myself, you know I've been long since broken in.

Rising with the sun, the next morning found us by breakfast time, in a little village called Irvine. It was small, and, to appearance, any thing but flourishing; but its singular seclusion among these lonely-looking hills, with the bright green Kentucky—now for the first time crossing our route—flowing in front, had a pleasing effect. There was a new store lately opened in the place; and stopping to purchase some trifles, to the amount of a few shillings, the proprietor was so punctilious as actually to give a bill of sale for the amount, from which you may draw your own conclusion as to the customary business of the place. L. and myself had both a shrewd suspicion that we had added not a little to the capital of the town. I should not like the place the less, though, for wanting the bustle of more active life; and upon the whole, when I recall its appearance, as it broke upon me from the top of a neighboring hill, a day or two since, with the pale blue smoke curling up from its scattered chimnies, and courting the kindred mist that hung upon the wooded brows of the pyramidal hills around, I don't know what more quiet disposition I can make than to leave you till my next letter in the little town of Irvine. H.

A History of the United States, from the discovery of the American Continent to the present time; by George Bancroft. Boston: Charles Bowen. This is the first volume of a history, which may, it is computed by the author, extend to "four, or perhaps five, volumes." The period embraced in this, is from the first discovery of America to the restoration of the Stuarts.

We consider it a source of congratulation to the whole nation, that so accomplished a scholar, so patient an investigator, and so eloquent a writer, has undertaken the much needed task of writing a worthy history of these United States. In the volume before us, we see abundant evidence that, while truth will—at any expense of labor in ferreting it out from the original authorities, instead of relying, as is so common, upon the copies of copies—be fearlessly spoken, no prescription of time or great names will be allowed to sanction error.

Mr. Bancroft has well weighed the extent and importance of his undertaking; and he enters upon it with a full appreciation of the labor it will impose upon him, and of the years that must be consumed in perfecting it. From these he does not shrink; but, as he himself well expresses it, "unwilling to travel so long a journey alone," and "desirous as he proceeds to correct his own judgment by the criticism of candor," he now publishes the first volume. It will be received, we feel well assured, as a worthy offering to his country, from one of her able and best qualified sons.

We must make room for some extracts, in order to give our readers an idea of the style of the writer. Take, for instance, the following animated account of the march of *Ferdinand de Soto*, in Florida.—Soto had been a favorite and fortunate companion of Pizarro, in the conquest of Peru, by which he had amassed great riches, and these he ventured, as well as fame and life, upon the conquest of Florida, often before attempted in vain, and which then was supposed to be rich in gold:

Now began the nomadic march of the adventurers; a numerous body of horsemen, besides infantry, completely armed; a force, exceeding in numbers and equipments, the famous expeditions against the empires of Mexico and Peru. Everything was provided that experience in former invasions and the cruelty of avarice could suggest; chains for captives, and the instruments of a forge; arms of all kinds then in use, and bloodhounds as auxiliaries against the feeble natives; ample stores of food, and, as a last resort, a drove of hogs, which would soon swarm in the favoring climate, where the forests and the Indian maize furnished abundant sustenance. It was a roving expedition of gallant freebooters in quest of fortune. It was a romantic stroll of men whom avarice rendered ferocious, through unexplored regions, over unknown paths; wherever rumor might point to the residence of some chieftain with more than Peruvian wealth, or the ill-interpreted signs of the ignorant natives might seem to promise a harvest of gold. Religious zeal was also united with avarice; there was not only cavalry and foot soldiers, with all that belongs to warlike array; twelve priests, besides other ecclesiastics, accompanied the expedition. Florida was to become Catholic, during the scenes of robbery and carnage that were to follow. Ornaments, such as are used at the service of mass, were carefully provided; every festival was to be kept; every religious practice to be observed. As the troop marched through the wilderness, each solemn procession, which the usages of the church enjoined, was scrupulously instituted.

Then follows an interesting record of the wanderings and sufferings of this ill-fated band, through Florida, and regions which now constitute part of Georgia and Alabama, until, on the 25th April, 1541, *Soto*—the first of Europeans,—beheld the magnificent Mississippi. Within little more than a year, on the 21st May, 1542, worn out with exposure and suffering, and broken hearted by disappointment, he died on its banks. "His miserable end," says our author, "was the more observed from the greatness of his former prosperity. His soldiers pronounced his eulogy by grieving for their loss; the priest chanted over his body the first requiems that were ever heard on the waters of the Mississippi. To conceal his death, his body was wrapped in a mantle, and in the stillness of midnight was silently sunk in the middle of the stream: the discoverer of the Mississippi slept beneath its waters. He had crossed a large part of the continent in search of gold, and found nothing so remarkable as his burial place."

On the subject of the first introduction of African slaves into the isles and continent, there is a dissertation at page 184, and *seq.*, which is instructive, and which entirely vindicates Las Casas from the imputation of having first, through a short sighted humanity for the Indians, introduced this curse. When he made his petition to the Court of Spain, for the substitution of negroes for native Indians in working the mines, Negro slavery was already firmly established in Hispaniola, and the slave trade so common and lucrative, that it is shown by our author, even the Virgin Queen, Elizabeth of England, was a partner with Sir John Hawkins in his Slave Voyages, and "became at once a smuggler and a slave merchant."

But we must take our leave of this attractive volume,—attractive both by the excellence of its literary and mechanical execution. We do so, by the following account of the voyage and landing of

The Pilgrims.—And now [1620] the English at Leyden, trusting in God and in themselves, made ready for their departure. The Speedwell, a ship of sixty tons, was purchased in London; the Mayflower, a vessel of one hundred and eighty tons, was hired in England. These could hold but a minority of the congregation; and Robinson was therefore detained at Leyden, while Brewster, the teaching elder, conducted the emigrants. Every enterprize of the Pilgrims began from God. A solemn fast was held. "Let us seek of God," said they, "a right way for us, and for our little ones, and for all our substance." Anticipating their high destiny and the sublime doctrines of liberty, that would grow out of the principles, on which their religious tenets were established, Robinson gave them a farewell, breathing a noble spirit of Christian liberty, such as was hardly then known in the world.

"I charge you before God, and his blessed angels, that you follow me no farther, than you have seen me follow the Lord Jesus Christ: The Lord has more truth yet to break forth out of his holy word. I cannot sufficiently bewail the condition of the reformed churches, who are come to a period in religion, and will go at present no further than the instruments of their reformation. Luther and Calvin were great and shining lights in their times, yet they penetrated not into the whole council of God. I beseech you, remember, 'tis an article of your church covenant, that you be ready to receive whatever truth shall be made known to you from the written word of God."

The Pilgrims were accompanied by most of the brethren from Leyden to Delft-Haven, where the night was passed "in friendly and Christian converse." As the morning dawned, Robinson kneel-

ing in prayer by the sea-side, gave to their embarkation the sanctity of a religious rite. A prosperous wind soon wafts the vessel to Southampton, and, in a fortnight, the Mayflower and the Speedwell, freighted with the first colony for New England, leave Southampton for America. But they had not gone far upon the Atlantic, before the smaller vessel was found to need repairs; and they enter the port of Dartmouth. After the lapse of eight precious days, they again weighed anchor; already they are unfurling their sails on the broad ocean when the captain of the Speedwell, with his company, dismayed at the dangers of the enterprize, once more pretends, that his ship is too weak for the service. They put back to Plymouth, to dismiss their treacherous companions, though the loss of the vessel was "very grevious and discouraging." The timid and the hesitating were all freely allowed to abandon the expedition. Having thus winnowed their numbers of the cowardly and disaffected, the little band of resolute men, some with their wives and children, in all but one hundred and two souls, went on board the single ship, which was hired only to convey them across the Atlantic; and on the 6th day of September, 1620, thirteen years after the first colonization of Virginia, two month before the concession of the grand charter of Plymouth, without any warrant from the Sovereign of England, without any useful charter from a corporate body, the passengers in the Mayflower, under the guidance of a faithless Captain, who had received a bribe to thwart their purposes, set sail for a new world, where the past could offer no favorable auguries.

Had New England been colonized immediately on the discovery of the American continent, the old English institutions would have been planted under the powerful influence of the Roman Catholic religion; had the settlement been made under Elizabeth, it would have been before activity of mind in religion had conducted to a corresponding activity of mind in politics. The Pilgrims were Englishmen, Protestants, exiles for religion; men disciplined by misfortune, cultivated by opportunities of extensive observation, equal in rank as in rights, and bound by no code but that which was imposed by religion, or might be created by the public will.

The eastern coast of the United States abounds in beautiful and convenient harbors, in majestic bays and rivers, the first Virginia colony, sailing along the shores of North Carolina, was, by a favoring storm, driven into the magnificent bay of the Chesapeake; the Pilgrims, having selected as the place for their settlement the mouth of the Hudson, the best position on the whole coast, were, by the treachery of their captain, conducted to the most barren and inhospitable part of Massachusetts. After a long and boisterous voyage of sixty-three days, during which one person had died, they espied land, and in two days more, were safely moored in the harbor of Cape Cod. Dutch cupidity and English intolerance combined to effect the first settlement of New England.

Yet, before they landed, the manner in which their government should be constituted, was considered; and, as some were observed "not well affected to unity and concord," they formed themselves into a body politic by a solemn voluntary compact.

"In the name of God, amen; we whose names are underwritten, the loyal subjects of our dread sovereign King James, having undertaken for the glory of God, and advancement of the Christian faith, and honor of our king and country, a voyage to plant the first colony in the northern parts of Virginia, do by these presents, solemnly and mutually, in the presence of God, and of one another, covenant and combine ourselves together, into a civil body politic for our better ordering and preservation, and furtherance of the ends aforesaid; and by virtue hereof, to enact, constitute, and frame such just and equal laws, ordinances, acts, constitutions, and officers, from time to time, as shall be thought most convenient for the general good of the colony. Unto which we promise all due submission and obedience:"

This instrument was signed by the whole body of men, forty-one in number, who, with their families, constituted the one hundred and one, the whole colony, "the proper democracy," that arrived in New England. John Carver was immediately and unanimously chosen governor for the year.

Men, who emigrate, even in well-inhabited districts, pray that their journey may not be in the winter. Wasted by the rough and wearisome voyage, ill-supplied with provisions, the English fugitives found themselves, at the opening of winter, on a barren and bleak coast, in a severe climate, with the ocean on one side and the wilderness on the other. There were none to show them kindness or bid them welcome. The nearest French settlement was at Port Royal; it was five hundred miles to the English plantation at Virginia. As they attempted to disembark, the water was found so shallow, that they were forced to wade; and, in the freezing weather, the very act of getting on land sowed the seeds of consumption and inflammatory colds. The bitterness of mortal disease was their welcome to the inhospitable shore.

The season was already fast bringing winter, and the spot for the settlement remained to be chosen. The shallop was unshipped, and it was a real disaster to find, that it needed repairs. The carpenter made slow work, so that sixteen or seventeen weary days elapsed, before it was ready for service. But Standish and Bradford, and others, impatient of the delay, determined to explore the country by land.—"In regard to the danger," the expedition "was rather permitted than approved." Much hardship was endured; but what discoveries could be made in Truro and near the banks of Paomet creek? The first expedition in the shallop was likewise unsuccessful; "some of the people that died that winter, took the original of their death" in the enterprize; "for it snowed and did blow all the day and night, and froze withal." The men, who were set on shore, "were tired with marching up and down the steep hills and deep vallies, which lay half a foot thick with snow." A heap of maize was discovered; and further search led to a burial-place of the Indians; but they found "no more corn, nor any thing else but graves."

At length the shallop was again set out, with Carver, Bradford, Winslow, Standish, and others, with eight or ten seamen. The cold was severe; the spray of the sea froze as it fell upon them and made their clothes like coats of iron. That day they reached Billingsgate point at the bottom of the Bay of Cape Cod, on the western shore of Wellfleet harbor. The next morning the company divided; those on shore find a burial place, graves, and four or five deserted wigwams; but neither people, nor any place, inviting a settlement. Before night, the whole party met by the sea-side, and encamped on land together near Namskeket, or Great Meadow Creek.

The next day they rose at five; their morning prayers were finished; when, as the day dawned a war-whoop and a flight of arrows announced an attack from Indians. They were of the tribe of the Nausites, who knew the English as kidnappers, but the encounter was without further result. Again the boat's crew give thanks to God, and steer their bark along the coast, for the distance of fifteen leagues. But no convenient harbor is discovered. The pilot of the boat, who had been in these regions before, gives assurance of a good one, which might be reached before night; and they follow his guidance. After some hour's sailing, a storm of snow and rain begins; the sea swells; the rudder breaks; the boat must now be steered with oars; the storm increases; night is at hand; to reach the harbor before dark, as much sail as possible is borne; and the mast breaks into three pieces; the sail falls overboard; but the tide is favorable. The pilot, in dismay, would have run the boat on shore in a cove full of breakers; "about with her," exclaimed a sailor, "or we are cast away." They get her about immediately, and passing over the surf, they enter a fair sound; and get under the lee of a small rise of land. It is dark, and the rain beats furiously; yet the men are so wet and cold and weak, they slight the danger to be apprehended from the savages, and, after great difficulty, kindle a fire on shore.

Morning, as it dawned, showed the place to be a small island within the entrance of a harbor. The day was required for rest and preparations. Time was precious; the season advancing; their companions were left in suspense. The next day was the "Christian Sabbath." Nothing marks the character of the pilgrims more fully, than that they kept it sacredly, though every consideration demanded haste.

On Monday, the eleventh day of December, Old Style, the exploring, forefathers land at Plymouth. A grateful posterity has marked the Rock, which first received their footsteps. The consequences of that day are constantly unfolding themselves, as time advances. It was the origin of New England; it was the planting of the New England institutions. Inquisitive historians have loved to mark every vestige of the pilgrims; poets of the purest minds have commemorated their virtues; the noblest genius has been called into exercise to display their merits worthily, and to trace the consequence of their daring enterprize.

The spot, when examined, seemed to invite a settlement, and, in a few days, the Mayflower was safely moored in its harbor. In memory of the hospitalities, which the company had received at the last English port, from which they had sailed, this oldest New England colony obtained the name of Plymouth. The system of civil government had been established by common agreement; the character of the church had for many years been fixed by a sacred covenant. As the Pilgrims landed, their institutions were already perfected. Democratic liberty and independent Christian worship at once existed in America.

THE COMPANION TO THE BIBLE, 2 vols. 12mo.: revised and altered from the English edition, by Rev. F. H. CUMING—Prot. Epis. Press, N. Y.—These two little volumes are admirably adapted to the use of Bible classes, Sunday Schools, and indeed families. They give a history of the Bible, its antiquity, with the proofs thereof, and of its authenticity; and with remarks and explanations connecting its various histories. They are well printed; and questions in the ordinary form, now adopted in school books, are prepared for each chapter.

LA REVUE FRANCAISE—Juillet. N. Y., Hoskins and Snowden.

LA FRANCE LITERAIRE—Nos. 2 and 3 of Vol. IV. N. Y., 36 Ann street.

These two French periodicals seem, we are glad to find, to prosper; and they deserve to do so. They are made up of selections from the choicest contributions of modern French literature, interspersed occasionally with articles translated from English periodicals. In the *Revue Francaise*, for this month, we were particularly struck with the well told and well sustained narrative—true, too, but of a truth more marvellous than fiction, as indeed the whole of the war of *La Vendée*, of which it is an episode, was—of *Jambe d'Argent and Daramfeu;* and by the wholly fictitious but interesting story of *Un Nom*. In No. 3 of *La France Literaire*, the article *Fragmens d'histoire*, by Victor Hugo, and *Trafelgar* and *St. Cloud*, are among those that chiefly interested us. We again recommend these cheap periodicals to all learners and admirers of French.

AYESHA, THE MAID OF KARS; by the author of Zohrab and Haji Babi: 2 vols. Philadelphia: *Carey, Lea & Blanchard.*—Leaving the domain of Persia, Mr. Morier here appears on Turkish ground; and with the same success which attended his Persian stories, he brings before us the living Turk with his apathy, the offspring of fatalism—his cruelty and disregard of human life—his ignorance and intolerance. The story is improbable enough. We do not mean to reveal it; but the incidents—the pictures of real life—the usages and customs of the Musselmans—are, we do not doubt, given with as much fidelity as spirit. We give a couple of extracts. Osmond, the hero, son of an English Peer, having been seen talking to *Ayesha*—a grievous offence in that country of harems and secluded women—his arrest is ordered. It is thus described:

Bogos, by this time, with fear and trembling, had opened the door of his house to the Pasha's officers. The first salutation which he received, was a blow over the head for having detained them so long, and then he heard the question, "Where is the Frank Infidel who lives here?"

"*Effendi*—Sir," said the poor man, slow in betraying his guest, yet secretly charmed that the visit was not intended for himself, "he sleeps up stairs. But what is there at your service?—be pleased to sit:" at the same time he roared out to his wife to bring coffee and pipes. "You have done me honor; my house is exalted by your presence."

The Turks, who can never withstand the temptation of a cup of coffee, on this occasion proved themselves true men; and the two chokhadars, heedless of their commission, sat themselves down on the Armenian's cushions, awaiting the promised treat, thus giving time to the whole household to secrete such things as were likely to be seized if seen by their visiters, and which on such occasions they felt themselves justified in doing. The guard remained stationed at the street door.

Mustafa, who had the sharpest nose for the smell

of coffee of any one of the sons of Islam, no sooner heard the well-known sound of the mortar in which the roasted bean was braying, then he dressed himself in all haste, and making the wonted *Selam aleikum* to the unexpected guests, sat himself down in all dignity by their side, and lighting his first morning's pipe (ever a great luxury to the true smoker,) awaited the coming stimulant with as much unconcern as if that was the first object of consideration, whilst the reason of their visit was apparently quite of secondary importance.

They all sipped in solemn silence, after the coffee had been handed about by the obsequious Bogos, and smoked between whiles. When it was over, Mustafa duly said, "*Affiet ollah*—much good may it do you!" to which the others responded the same, and stroked their whiskers.

After a long interval, in which nothing was said, and little else done than inhaling and emitting smoke, Mustafa bethought himself that it might be as well if he inquired the object of this their early intrusion, so far as it concerned his master.

"Sir," said the head officer with gravity, "I am the head chokhadar of the Pasha; I am come to invite the Frank to take himself to the Pasha's presence."

"I," said the other officer, "I am deputy chokhadar; I am come to help to invite the Frank to come to the Pasha."

"*Pek ayi*—very well, said Mustafa, "upon our heads be it; *yavash, yavash*,—slowly, slow, we will proceed. The Bayzadeh at present sleeps;—when he wakes, upon our heads be it, we will go." This Mustafa said in the full persuasion that these persons were sent on the part of the Pasha to do his master honor, for he was not in the least aware that any thing had occurred which could give rise to a different treatment.

The officers, who had an eye to an immediate *backsish* or present, and who had also calculated how much the reversion of future donations or extortions might be worth to them, appeared to agree with Mustafa in taking a conciliatory view of the case; and although the chief, who was also the spokesman, said "Very well," and "by and by," and "slowly, slow," at first; yet, as the day began to show forth, he gradually threw haste into the composition of his speeches, and said "*Haidé, chabouk, gidelim!* Come along, quick, let us go!" until Mustafa was obliged to proceed to his master, and to inform him of the Pasha's message, and of his wish to see him without loss of time. However, before he went, he thought it right to inquire what might be the real object of the Pasha's wish to see Lord Osmond, since the armed men and the violence of the intrusion produced a doubt in his mind whether it might be honor or the contrary which was in preparation.

"*Bak*—see? said he to the officer, in a mysterious whisper: "is there any thing wrong?" at the same time winking his eye and shaking his head.

"What do I know?" said the other as mysteriously: then putting his two forefingers together in a parallel line, he said, "the Frank has been seen with a women.'

"Is it so," said Mustafa in astonishment; "that is bad," shaking his head at the same time.

"Truly it is bad," answered the officer; "our Mufti is much of a devil, and visits a *zamparalik*—a piece of scandal, with great severity; but, if you will put the affair into my hands, I can do many things."

Mustafa, who easily understood the hint, and who had taken fright at this disclosure, was not backward in putting a gold piece into the hand of his informer, as a retainer for his good offices. He then, with an accelerated step, sought his master, cogitating how the circumstance might have happened, and full of anger at his master's imprudence.

The intenseness of Turkish jealousy is proverbial: behold the form in which it displays itself—

"I was chanting the Azan at the usual time," replied the Iman; "I had half gone through it, when, from the minaret which looks upon your terrace, I saw a woman with a man. Curses be on all Infidels! May heaven pour misfortunes on their heads! The man was the Giaour we saw at the Pasha's the other day—of that I will take my oath upon the blessed Koran. The woman, Allah best knows who it was! I have said it, what more can I do?"

Suleiman Aga, during his speech, was gradually expanded into rage; his naturally placid face became sullen, and occasionally flashed with looks of revenge; low spoken sentences broke from his lips, he cursed in whispers, he clenched his hands, put them by turns on the head of his dagger, and his whole appearance might be compared to a pent-up volcano. He said nothing more to his informer, but seemed to be nailed to the spot upon which he sat, as if he were ready there to receive the announcement of any more misfortunes which might be preparing for him. A long silence ensued, when the priest said in a low voice, "Suleiman Aga, what shall we do?"

The only answer he got was, "I will send ruin to his father and mother," whilst his eyes looked upon vacant space, and his head remained fixed in one position.

"Speak, O man;" continued the priest: "what is to be done?"

"*Pezevenk!*—rogue!—wretch!" softly breathed the jealous Turk.

"*Ai Gardach!*—brother, are you turned mad?—speak!" said the Imam louder than than before.

"*Kiupek!—Giaour;*—dog! infidel!" whispered the other.

At length, all of a sudden, as if he had been bitten by a snake, he bounded off the sofa upon which he sat, and without looking either to the right or left, flung out of the room, leaving the man of the minaret in utter amazement at this unexampled feat.—All he could say was, "He is mad!," then straightway quitting the house, he proceeded to the Mufti, open-mouthed, with the intelligence.

The wretched Suleiman had sprung through the corridors in his way to the women's apartments, when he discovered that he had left his slippers behind him: this little circumstance most providentially broke the violence of his determination. A Turk never loses sight of his dignity; seeing his feet without their papouches, he slowly turned back to seek them, and by the time he had put them on, his his mind had in some measure turned also. First, he released the head of his dagger from his fast-clenched hand; then the fury of his wife's temper came to his thoughts, and acted as a check upon his own; and last of all, the charms of the unoffending Ayesha became present to his imagination, and very materially put to the rout that host of satanic impulses which were goading him on to crime and bloodshed.

With less precipitation and more uncertainty of purpose, he now proceeded to the harem. Raising the heavy curtain which hung over the door, the first objects he perceived were his wife and Ayesha, talking together with great earnestness. Upon seeing him, they retreated into the room before described, whither he followed them. In a manner totally unusual to him, and never before witnessed by his wife, he said "Woman! stand up and speak for yourself; you are a sinner, and if a sinner, God protect you!"

"What do you say, Suleiman Aga?" exclaimed Zabetta; "are you run out of your senses? I a sinner, indeed! What abomination are you eating? If I am a sinner, what are you?"

"This is no child's play, woman," said the angry man; "tell me, as you value your life, as you value that child whom you see there, what devilry has got into your head, that you should leave your husband and seek infidels for your company?"

Zabetta was not quite prepared for this, and as guilt is ever a coward, her usual prowess in an encounter with her husband forsook her, and she turned pale. "I do not understand you," said she; "you are not a man if you come here with a lie in your mouth to oppress a woman."

"A lie, do you say?" exclaimed the Suleiman; "men do not dream when with their eyes wide open they see a Mussulman woman and an Infidel together; that has been seen this very evening: you are that woman, the Giaour at the next door is the man; do you call that a lie?"

"*Bé héy!*—what's this?" exclaimed Zabetta, regaining her assurance. "A lie! I do call it a lie; whoever said it is as great an oaf as you are, and that's much. Why do you bring your beard here to be laughed at? Go to the ass that sent you here, and tell him, 'I send him a bigger ass back in return.'"

"Woman!" said Suleiman sternly, his wrath rising with her impertinence, "your words are of no avail against proof. You have been seen this very evening, before the Azan, in company with the Frank Infidel: tell me plainly what happened, or, by Allah! the consequences will be fatal to you. Suleiman is not easily excited, but when he is, let me tell you it is time to place your trust in God—speak!"

Zabetta, seeing that the subject was too grave to be treated lightly, did not answer this question otherwise than by calling out to the black slave. "Mourzadeh," said she, "come hither; say where have I been all this evening until the Azan?" The girl's face, bearing marks of recent tears, and not in the least aware of the importance of the question, answered, "You were asleep the first part, you were flogging me the next, and then you said your prayers. What more can I say?"

"There," said the wife, turning round with exultation towards her husband, "tell me after this that I was on the terrace with an Infidel. *Haif! Haif!* shame! shame!"

It should be added, in explanation of the tone of *Zabetta*, that she was completely the mistress of the house, and that poor *Suleiman* was one of those respectable characters, so numerous in Christian countries, and not unknown, it appears, among the many-wived Mussulmans—a hen-pecked husband.

HINTS TO PARENTS ON THE IMPORTANCE OF EARLY ATTENTION TO THE TEETH OF THEIR CHILDREN. 1 vol. 12mo. by *W. K. Northall, Jr.*, Dentist. *N. Y. Goodrich & Wiley.*—A dentist giving advice how teeth may be best preserved, is certainly rendering a disinterested service to his fellow-citizens, since it is rather by their decay and destruction that he must make his living. Such a service is, nevertheless, rendered in this little volume, which points out forcibly the evil consequences of injudicious, and miscalled, kindness, on the part of parents, in neglecting to attend in early life to their children's teeth.

THE CHURCHMAN'S ALMANAC FOR 1835! New York Protestant Episcopal Press.—The thing that seems to have struck every one about this almanac, is the arrangement on the cover, of the Creed, in the form of a cross. We may add, that within, it contains much profitable knowledge. It seems like hurrying us on, however, rather rapidly in the career of life, thus to present us with an almanac for next year, when the present one is little more than half expired.

AN INQUIRY INTO THE CAUSES OF THE PUBLIC DISTRESS—pamphlet: reprinted, with corrections, from the American Quarterly Review. New York: *G. & C. & H. Carvill.*—This practical, sound, and well reasoned argument, to which we have before referred more than once in these columns, is now presented in a separate form, with some material errors, which occurred in the haste of printing in the Quarterly, corrected, and with some additions. Of the latter, the following statement of the condition of the Bank of the United States on the 1st inst. will be deemed interesting.

Specie on hand, - - -		$12,823,997
Funds in Europe, - - -		3,750,242
Balances from State Banks, and State Bank notes on hand, -		1,973,283
		$18,547,522
Nett circulation, - - -		$16,641,997
Deposites, { Public,	2,675,433	
Deposites, { Private,	6,735,869	
		9,411,303
		$26,053,301

That is to say, the Bank of the United States, which the Government has discarded as a fiscal agent, has *two dollars* of specie, or equal to specie, to redeem *three dollars* of debt.

PUBLIC DOCUMENTS, 23d CONGRESS, 1st Session; 1 vol. 8vo. New York, *Minor & Challis.*—A volume this of nearly 900 pages, of double columns, comprising all the principal documents and leading speeches connected with the last session of Congress—in some respects, possibly, the most important session held since the adoption of the Constitution. The whole for $3!

To render it more specially valuable as a book of reference to New Yorkers, it has, in an Appendix, the Governor's opening message, his special Message about the six million loan, the Act for that loan, the report of the Bank Commissioners, &c. &c.

We hope the encouragement that may be extended to this publication, will induce the publishers to continue it habitually during the sessions of Congress.

A correspondent, under the initials C. R. G. points

out to our notice, the second article in the last No. of the New England Magazine, as of a tendency to render that periodical unworthy of the praise which certainly has been bestowed upon it in our columns; and which, after such a paper as "the Thoughts on Optimism," we hope will not be repeated. We have not the number at hand, and have not read the paper referred to, but if it is of the character described by our correspondent, it should, and undoubtedly will, detract from the favor with which that periodical has been heretofore received.

We are glad to find in the Buffalo Whig, a new paper, which we had occasion to welcome to our editorial table a week or two since, a very favorable notice of Dr. Metcalfe's "New Theory of Terrestrial Magnetism," a work which we thought, at the time it appeared, would attract much attention, but which, since our original notice, we do not recollect to have seen mentioned. The essay is divided into two parts.

"In the first," says the author, "we endeavor to show, that capillary and cohesive attraction are owing to the unequal distribution of caloric, and to its attraction for ponderable matter—that the attraction of distant masses of vapor, by mountains, clouds, &c. is owing to the same cause, operating on a large scale." In this subdivision, also, the author treats at large upon atmospheric electricity, galvanic electricity, and light, of every description, from the rays of a candle to the solar beams, as *identical* with caloric. This puts out of views the theory of two varieties of electricity; and in place of the frequent distinctions of *positive* and *negative* electricity, he considers it, as did Franklin, but one substance, varied in its effects by the *quantity* present. Upon the identity of heat and electricity, he proceeds "to show that they are radically the same subtle, imponderable, and all-pervading element; and that its unequal distribution throughout nature, is the cause of all the various powers and attractions of ponderable matter with which we are acquainted. A complete history of caloric would embrace an account of all the changes and transmutations perpetually going on throughout matter. It is the grand instrument of the Almighty, by which he executes the laws of nature. It is caloric thunders in the heavens, as the voice of Omnipotence, which raises mountains from the ocean, and piles them, like turrets, in the sky. It expands in the deeps below, and the earth trembles; rocks are melted, and pyramids of flame ascend above the clouds."

The author's explanation of the *aurora borealis*, or northern lights, is at once clear, simple and satisfactory. We quote: "It is a well-known law, that all matter gives out caloric, in passing from a rarer to a denser state; and we know that the density of the atmosphere greatly increases as we advance from the lower to the higher latitudes. We also know that the atmosphere, like all other bodies, owes its bulk to caloric. Hence it follows, that caloric must be given out by the atmosphere, as it passes from a rarer to a denser state." Premising thus much, the author proceeds to the explanation of the cause and manner of production of the aurora borealis, which has so often baffled the philosopher, and so often engendered fears and fables in the minds of the multitude. "It is highly probable" (page 43) "that the auroræ are formed in the upper and rarified regions of the atmosphere—and that the different apparent heights of the columns are owing to their different distances from the point of observation. It is worthy of notice, that the northern lights are most numerous and vivid during the long polar nights, while the cold is most intense, when the upper current from the equator, in its passage to the poll, is greatly condensed; and that they are then exhibited in much lower latitudes than during summer." In proof of the positions assumed many facts are adduced. Captains Scoresby, Parry, and others, when in high northern latitudes, most frequently saw the auroræ *south* of them, and on the line bounding the region of *extreme* cold—and where, if this theory be admitted, they could only be formed, as there the warm air from the equator, in passing north, would be condensed so as to give out its heat and light. North of this, in the region of perpetually severe cold, thunder and lightning are unknown—and for the same reason. To the question which would very naturally arise, namely, why all this expulsion of heat does not modify the rigors of the polar climate, we find (page 43) the following very satisfactory answer:—"Notwithstanding the amount of coloric given out by the upper equatorial currents, as they pass to the poles, very little effect is produced by it, in moderating the climate, as it *escapes into the regions above*—where, not being compressed by the atmosphere, it expands *like the electrick spark in an* EXHAUSTED *tube*, into broad bands or zones and columns—filling the sky with halos, or crowns of lambent light or undulating coruscations."

GREENOUGH'S STATUE OF WASHINGTON.—Our readers, as well as ourselves, are very much indebted to Mr. Morse, for furnishing for publication the annexed capital letter of his accomplished friend GREENOUGH. The forcible observations it contains were suggested chiefly by some remarks which appeared in these columns several months since, on "the design of the Statue of Washington, which Greenough the sculptor had adopted." These remarks were called forth by an extract of a letter from that distinguished young artist to Mr. Morse, which was published in the Journal of Commerce.

"In answering Greenough's letter," says Mr. Morse, "I sent him a copy of your Journal, containing the remarks, and although differing generally from the critic, I seconded his opinion in respect to substituting the book of the *Constitution* for the *Sword*. I have just received a letter, with some valuable thoughts on the nature of his Art; and as the principal remarks on the subject were spread before that portion of the public who read your Journal, I have thought it but just to your readers and to Greenough that you should have the opportunity first, if you thought fit, to publish his letter."

We again repeat, that we are much indebted to Mr. Morse for an opportunity of presenting our readers with such a characteristic letter, by a master of his art, and which contains some comments that, apart from their immediate application, have a very significant bearing upon a much disputed point of taste. The proper costume of an historical portrait, whether in marble, or upon canvass, is a matter that, we apprehend, will alway remain unsettled; but we do not remember having seen the classical side of the question put more strongly, than by the distinction drawn by Greenough between the proper mode of representing such men as Howard, or Fulton, or Watt, "or any other simple improver of the arts or institutions of society," and of depicting characters of the heroic mould. The delightful essays of Sir Joshua Reynolds, wherein he dwells so often upon this subject, and in the preparation of which he is supposed to have been aided by the strong common-sense views of Johnson, and the elegant taste of Burke, supply, to the best of our recollection, no more valuable hint upon the subject. Sir Joshua indeed went so far in his love of classic figures, that when West was painting Wolf's storming of Quebec, he could hardly be prevailed to look upon an historical picture where the British uniform was introduced; nor was it till the severe pencil of another artist, engaged upon the same subject, had raised a general laugh by representing officers whose faces were familiar to the public, going *puris naturalibus* into an engagement, that Reynolds withdrew his countenance from the scholarly Englishman, to bestow it upon the daring young American—daring, because he had broken through the most received rules of art, in the very presence of its highest minister. And who will say that West was not right? For, apart from the inherent absurdity of representing a battalion of modern infantry in the guise of "a Macedonian Phalanx," for instance, the complexion of their costume is really an historical feature in an historical picture. Strike the distinguishing insignia of Bonaparte's Cuirassiers or his Imperial Guard from the actions in which they figure, and you may dispense with the little cocked hat himself. But it is very different with the portrait of a single individual. It is a likeness there, and not an event that you record. It would be alike ridiculous to represent Napoleon seating Marie Louise beside him on the throne of Charlemagne, either in the dress of the Gothic Emperor's time, or in a state of classic nudity. But no one would be shocked with an undraped bust of the Austrian princess, nor would the iron crown of the conquering Charles misbecome an effigy of his warlike successor.

But we are dwelling too long upon this distinction between characters and scenes, which being lost sight of by so many writers upon art, has occasioned so much confusion in their views. In the effigy of a single individual, unless where the character, like that of William Penn, was identified with his dress, his counterfeit presentment should be made in that guise which is least offensive to the eye of taste.

We will be forgiven, fordetaining the reader so long upon the latter part of Mr. Greenough's letter, by allowing him to proceed at once to the sculptor's eloquent, and triumphant defence of his own original design. †

FLORENCE, MAY 24, 1834.

My Dear Morse: I am not displeased that my statue calls forth remarks; now is the time to hear and profit by them. I trust I shall be found open to conviction and desirous to learn; but I fear the making a statue of this kind, requires more attentive and instructed thought than most of our able men can spare from their occupations. I am pleased that the *artists* find my design significant. Your hint, or ratner Mr. King's hint, about the constitution, is surely valuable; and if the object of the statue were to *instruct* people about Washington it might have been anticipated by me. To put into his hand a scroll or a book would be easy; but as books are very like each other on the outside the meaning would be uncertain; and doubt in a statue is feebleness. We raise this monument because Washingington's face and form are identified with the salvation of our continent. That sword, to which objections are made, cleared the ground where our political fabric was raised. I would remind our posterity that nothing but that, and that wielded for years with wisdom and strength, rescued our rights, and property, and lives from the most powerful as well as most *enlightened* nation of Europe. I look on the military career of Washington as being, though not perhaps *his* highest glory—*our* greatest obligation to him. I can conceive of his having died at the close of that struggle without any very bad consequences to our institutions. But a sword in the hand is an accessory which adds little to the *contents* in any way; in art it is important. If people would consider the abstract nature of sculpture—its elements—its limits—they would cease to look to it for information on points which are better explained by other arts in other ways. They would as soon expect to hear Washington's dress described in a 4th of July oration as to see it sculptured in an *epic* statue. It is to the *man* and not to the gentleman that we would do honor. To embody in the work the abstract of a political creed, or the principles of a political party, might ensure protection for my work just now. But just now I can do without it.—I am pleased that you and your friends think my composition, in the main, significant. Those who imagine that I would dress Washington in a Roman costume misunderstand me. The time is past when civilized nations are distinguished by their dress.—If the United States ever had a national garb, I can conceive patriotic zeal interested in its preservation. But what distinguished the dress of Washington from that of Peter, Leopold, or Voltaire, or Burke? In many statues the dress of the time is most useful. In a statue of Howard, or Fulton, or Watt, or any other simple improver of the arts or institutions of society, I should think it very proper then to mark the date of his career, by exhibiting him in that circle of usages which he merely served. But the man who overthrew a tyranny, and founded a Republic, was a hero. When he sits down in marble immortality in the Hall of the Capitol, his dress should have reference to the future rather than the past: there should be about him nothing mean and trifling, or above all, ridiculous; which latter adjective, I hold to apply in its full extent, to the modern dress generally, and to that of Washington's time particularly. Three statues have been made of Washington: one by Houdon, representing the General, made with every advantage, and with an accuracy of detail that will ensure it, in its way, the

first place among the representatives of the man: one by Canova, representing a Roman in the act of thinking what he shall write: one by Chantry, representing him holding a scroll in one hand and a piece of his cloak in the other. I have heard these statues, in their time, examined and criticized by the country. I find nothing in the interest they excite to tempt me to follow either. I choose to make another experiment. If it fails, the next sculptor who attempts the subject will have another beacon in this difficult navigation: the rocks will not increase: the sooner light-houses are on them the afer. Only don't send us landsmen for pilots. I am, my dear Morse, yours, H. Greenough.

SUMMARY.

Frederick Rapp.—This gentleman, who was extensively known in the West, as the principal man at Economy, Beaver county, Pennsylvania, died a few days since, after a lingering illness, in the sixtieth year of his age. He was a man of great enterprize and industry.—[Cinc. Gaz.]

It is an extraordinary circumstance, certainly, that *three times* within four days the New York Mail, and all beyond that Post Office, have entirely failed.—[Nat. Intel.]

Lieutenant Slidell, of the United States Navy, author of "A Year in Spain," has been presented, to the Queen of England, by the American Chargé.

The Buckeye.—This is the title of a new and handsome newspaper, the publication of which has been commenced by W. C. Jones & Co. at Chilicothe Ohio, at the cheap price of $1 50 per annum. It bears the following motto, from a discourse of Dr. Drake, delivered before a literary association in Cincinnati last fall: "The Buckeyes of the West—theirs is the only power which can permanently unite the Hemlock of the North with the Palmetto of the South in the same National Arbor"—The following editorial paragraph is full of good sense, from which—and we say it respectfully—many professors of religion might deduce a useful hint:—

"It is stated in some of the exchange papers, that 'upwards of two thousand dollars have been raised in Philadelphia and elsewhere, for the establishment of a high school at Athens in Greece; and it is proposed to form societies in this country to support common schools all over Greece.'

We cannot see the propriety of our citizens thus establishing societies and sending their money abroad, for the support of schools in other countries, while there are so many children in our own land, (where it is so highly necessary that *all* should be enlightened) without the means of procuring an education of the most ordinary kind. We are no enemies to the cause of education in Greece; on the contrary, we wish to see the lamp of knowledge lighted up in every clime; and more especially would we be pleased to see its general rays shed over old Greece, till she assumes more than her ancient splendor. But our countrymen should remember that "*charity begins at home;*" and until schools are established for the education of every child in the union, their philanthrophy should be confined to its more appropriate sphere. While any considerable portion of our population are left to grope their way through the mists of ignorance, the corrupt and intriguing politician will have influence; and there will be no real security for the permanence of our free form of government."

Avon Springs.—A very interesting account of these celebrated springs from the pen of Dr. Francis is contained in the last Mirror.

Periodicals in China.—According to the French papers, the taste for literature is on the increase even in China. A new daily literary paper, and a monthly review, have been established at Pekin.

Deaths in Philadilphia last week, 142. Consumption 9, Cholera Morbus 4, Diarrhœa 5, Summer Complaint 40, (all children,) drowned 5, intemperance 2.

The Earthquake at Santa Martha.—We have before us a letter from Santa Martha, South America, dated June 15th. One third of the houses had been thrown down by the late earthquake, and of the rest, a half were rendered uninhabitable. The church of San Domingo was demolished, and the tower of the Cathedral thrown down. Nine-tenths of the inhabitants had left the city. The desolation of its appearance was extreme. The shocks still continued up to the 25th. There had been seventy or eighty during the period of twenty two days—[Boston Transcript.]

From Mexico.—Capt. Rogers of schr. Flor del Mar, arrived on Friday from Vera Cruz, informs us that a private conducta with $400,000, had that day arrived from the interior. The great conducta had not left on account of the revolution. Gen. St. Anna was beseiging the city of Poibla, which was expected not to hold out much longer. Rumours were current at Vera Cruz, that Gen. St. Anna had met with a slight defeat at Poibla, he had however, rallied his troops and cut off the supplies of that city. The cry of the party now is, "Religion and Santa Anna!" who, it is reported, receives 80,000 dollars per month from the church and the aristocratic party, with which he appears to have united himself.

[*From the Daily Advertiser.*]

Latest from Buenos Ayres.—By the ship Brutus, Capt. Adams, we have received Buenos Ayres papers to the 14th June, from which we make the following extracts:—

Buenos Ayres.—All the news of the week will be found carefully detailed in our columns of this day; the most important part of which is the resignation of office tendered by the Government to the House of Representatives, on Thursday last. Such an event has been for some time expected, and the names of their successors have been also bruited. It is probable that our next number will contain the particulars of the appointment of a new Government.

We have not read the note of the Governor to the House; but we understand it states, that the Government had endeavored to conciliate all parties, and to attract as much as possible the support of the most influential persons: that success had not attended their efforts, therefore no other alternative remained but to resign office.

Catamarca.—Private accounts state that a change has taken place in the government of this Province, which was brought about by its House of Representatives, during the absence of the Governor at Tucuman. The details of this event are not known, or if serious consequences are likely to ensue therefrom.

Cordova.—It is reported that an invasion of this Province by the Chilian Indians, is likely to take place. It appears that the Government of Cordova have received official notice from Chili, that the Indians, in number about 2000 men, were preparing to pass the Cordillera. The Government of Chili have provided every means in their power to frustrate the intended incursion; and that of Cordova have taken measures to repel it, should it be put in practice.

Santa-Fe.—A Bulletin (No. 10) dated 4th instant, has been published by General Estanislao Lopez, Governor of the Province of Santa Fe, giving an account of further successes which he has obtained over the Indians.

Mendoza.—A despatch, dated 27th ult. has also been pulished from the Governor of Mendoza, (Pedro Molina,) detailing successes gained over a body of Indians who hovered around that Province.

Chili.—A mail from Chili arrived on Saturday last, by which we received the Mercurio of Valparaiso, to 16th ult. They contain no particular news as it regards that Republic, if we may except the fate of the convicts, whom we mentioned in a former number, had escaped from the island of Juan Fernandez, in the Chilian schooner Estrella. It appears that after quarrelling among themselves, one Idalgo got the upper hand, and put a number of his companions, with the women they had on board, in a launch, in order to land them on the coast between Cobija and Iquique; but it is supposed they perished on their voyage thither. Idalgo and others got on shore at Pisasqua, and proceeded into the interior with the passports of the individuals who were on board the Estrella when she was seized by the convicts, and who were left by them at Juan Fernandez.

Peru.—The news from Peru comes down to 1st March. The issue of the civil war in that country was thought to be somewhat doubtful, for although public opinion was against Gamarra, and he was regarded as a tyrant and the author of all the miseries of the country, yet he has a strong military force with him, and is likewise in possession of the departments of Junin, Cuzco, Puno, Ayacucho, &c.

The President (Orbegoso,) had been invested with extraordinary powers during the continuance of the civil war; and General Gamarra, Elespuru, Bermudez, J. M. Frias, and Vargas, had been struck off the army list. The same was to be practised against a number of other officers if they did not within a certain time present themselves to the legitimate authorities. In the meantime General Nieto, Miller, Necoches, and Plaza, at the head of their divisions, were actively exerting themselves in favor of the government of President Orbegoso, and had obtained some successes; and several emigrant Argentine officers who had served with General Lavalle, viz. Colonels Perderners, Acha, Irigoyen, Terres, and others had taken service in favor of the legitimate authority; Acha and Irigoyen had been appointed aides-de-camp to Gen. Necochea.

Montevideo.—We have received journals of the above city to 2d inst. They contain an official despatch, dated Head Quarters, Cuareim, 16th ult., from the President of the Oriental Republic, (Fructuoso Rivera,) to General Oribe, Minister of War and Marine, at Montevideo; giving an account of the total defeat of General Lavalleja's force. The President states, that after incessant and laborious marches, he had on the 15th ult., at dawn of day, succeeded in surprizing the advanced posts of Lavalleja, consisting of Indians; that Lavalleja himself, with 80 to 100 men, was close at hand; but wishing to prevent the effusion of blood, a summons was sent to him to surrender; the officer who conveyed it, was, however, fired upon; therefore no alternative was left but immediate action. The President accordingly formed his troops, and attacked and routed the anarchists, who fled in all directions, leaving behind them a number killed, wounded, horses, &c. &c. General Lavalleja, and others, escaped &c. The President states that his loss in the encounter only consists of one killed and ten wounded; among the latter is Commandant Arellano, but not dangerously. The conduct of the Government troops is also highly eulogized.

The President, in a letter to his wife dated 21st ult,. says that the brother of General Lavalleja (Manuel Lavalleja,) was killed in the above action.

MINE OWN.

I need not token flowers to tell
How deeply dear thou art,
Still on my ear thine accents dwell,
Thy virtues in my heart;
Thy beauty floats before mine eyes
In soft, celestial light,
Alike at orient day's uprise
And pensive shut of night.

Although afar—although afar—
Yet art thou with me still,
When evening's star, and morning's star,
Gleams o'er the twilight hill;
Thy beauty streams thro' all my dreams,
The lone night watches through;
And cloudless skies recall thine eyes,
The archangel's tearless blue.

The sinking and the swelling heart
Of fond yet fearful love,
The bliss to meet, the pain to part,
It hath been ours to prove;
The wild embrace of blessedness,
By absence made more blest,
The separation's pangs, which press
Its life-blood from the breast.

But think not months, however long
(For long all months must be,
Theme of my blessings and my song:
Which sever me from thee)
Shall e'er undo one tender tie
Affection's fingers wove.
Shall make less deep the daily sigh
Which absence owes to love.

Farewell! thou shalt not be forgot,
My beautiful, *mine own!*
Oh, may the sorrow of our lot
Bow down my head alone,
And those dried flowers, which, given to me,
Were moist with morning rain,
Shall bloom of thee, and breathes of thee,
Until we meet again.

LOVE AND DEATH.

"Young Love and Death, by chance one night,
Stopped at a hut together,
While raged the storm with lurid light,
To shelter from the weather:
Love gave the host, with strict behest,
His darts to keep till morning;
Death, too, gave his, with looks—stern guest!—
Of future ills a warning.

Each to his chamber then retired:
But when the sun was peeping,
The Travellers of the host required
Their charge, left in his keeping:
The host complied; but, as we're told,
Too fatally mistaking,
Gave Death Love's arrows tipped with gold,
Young Love in turn Death's taking.

Whichever course the archers went,
They caused a sad confusion!
Old age, on whom Death's aim was bent,
Felt playful Love's delusion:
While victims maids and youths became,
Where luckless Cupid wandered!
Young hearts droop'd in a blighted frame,
And passion's bliss was squandered!

Love soon his fellow traveller met,
And straight with sobs and sighing,
Complained that all he'd aimed at yet
Were either dead or dying!
Said Death, "Dry up your tears poor boy!
Take back your own bright quiver,
And give me mine." Love did with joy—
They parted then for ever!"

FOREIGN INTELLIGENCE.

SIX DAYS LATER FROM EUROPE.—By the packet ship *Roscoe*, Captain Delano, we have received London papers to June 23d, and Liverpool to the 24th inclusive. By the *Rhone*, Captain Rocket, we have French papers to the 18th.

The Swiss Cantons have received insulting and threatening communications from the Austrian Cabinet, in consequence of their refusal to give up some German refugees to the vengeance of their despots. It is said that even an invasion of Switzerland is menaced.

In England, Parliament still advances, by gradual but determined steps, in its gigantic task of reform.

By a return just laid on the table of the House of Commons, it appears that in 1831, 1822 and 1833, twenty-eight vessels, the tonnage of which was 7,172, have carried cargoes of timber from the north of Europe to America, and have then reimported it into England. The cargoes were chiefly fir timber. In 1831 and 1832, there were only five vessels which made this roundabout voyage; and twenty-three made it in 1833.

PORTSMOUTH, JUNE 18.—Don Carlos, his consort, the princesses, and suite, landed this morning at half-past seven, under a salute, with manned yards, from his Majesty's ship Donegal, and on their landing were received under a salute from the batteries, and a guard of honour of the royal marines, under the command of Captain Menzies, R. N. The George Hotel, from the influx of strangers, not having sufficient accommodation, a spacious house next to the lieutenant-governor's has been hired for their reception, but how long they will sojourn here, or their ultimate destination, is unknown.

The elections for the lower House of the Cortes are to take place in Spain on the 30th June; it is believed the returns will show a stronger liberal vote than will be acceptable to the Court party.

The packet ship UTICA, Capt. DEPEYSTER, from Havre, whence she sailed on the 26th June, arrived here yesterday morning. We have received our regular files of Paris and Havre papers to the 24th and 25th inclusive. We are also indebted to Capt. Depeyster for Galignani's Messenger of the *Evening* of the 25th, and a London Price Current of 24th, from which the following extracts are taken:

The principal intelligence of interest relates to the result of the recent elections of members of the Chamber of Deputies. The result was a great ministerial triumph, 270 Deputies out of 320 having been returned in their favor. Among the unsuccessful candidates were several of the most important members of the opposition in the last Chamber — The papers contain the names of the newly elected Delegates.

Louis Philippe will visit Toulon in July.

The nobility of the Roman States, with several princes at their head, have presented a petition to the Pope, complaining of the enormity of the land tax, and praying that this tax, the *Agno Romano*, should be estimated at 8,000,000 scudi, instead of its present amount of 12,000,000 scudi.

A letter from Rome, dated the 13th inst., states that Torlonia's house has just received a privilege for the establishment of steam-coaches between that city and Naples.

The *Austrian Observer* states that it has received a letter from Scala Nova, dated 14th May, announcing that the Island of Samos has completely submitted, but does not take upon itself to guarantee the correctness of the fact, though the same intelligence has been communicated to several Consuls by their agents.

The *Moniteur Algérien* of 10th inst. states, that a regular correspondence between Algiers and the other ports of the Regency is about to be established by means of steam-boats, which were expected to commence their voyages on the 15th. It also promulgates two Orders of the Day, one for protecting the property of the natives and others, during the season of gathering in the fruits of the earth; and the other, prescribing the precautions to be taken by the troops during the continuance of the great heat, and directs that no soldier shall leave the barracks, except in cases of absolute necessity, between ten in the morning and four in the afternoon. All the men engaged in working parties go out at four in the morning and remain till half-past five, when there is great emergency, but not otherwise.

[*From the Journal of Commerce.*]

ONE DAY LATER FROM LONDON.—By the packet ship Samson, Capt. Chadwick, we have received a London paper to June 24th.

LONDON, JUNE 24.

City—Monday Evening.—Since the morning, we have received no addition to the political information from the Continent and the Peninsula. Money has been more difficult to-day, and the apathy of speculation in the British funds is said to be mainly caused by the want of confidence in the pending measures of the present ministry.

It will also be seen, that the foreign market equally partakes of the gloom of the British, and the rage for speculation is suspended.

Great Protestant Meeting.—We are authorized to state that a general meeting of the Protestants of Ireland will be held in the city of Dublin in the 1st week of July—the week after next, attended with circumstances of such a character as must insure the attendance of gentlemen of the most remote provinces in the kingdom. Subjects will be discussed and resolutions be adopted—sentiments be uttered and speakers present themselves calculated to inspire our friends with hope—to fill our implacable foes with consternation and dismay. Brighter and happier days are in prospect for us; and we hope in our next to be able to give the requisition, and to go somewhat into the detail of the particulars at which we only at present glance; but we make this announcement for the purpose of giving our friends timely notice, so that they may make their arrangements for being present.—[Dublin Evening Mail.]

Health of the Metropolis.—During the last few days diarrhœa has been unusually prevalent, and there is reason to apprehend, from the early appearance of this disease, that Cholera may again visit us. Bowel complaints are common at the end of summer or beginning of autumn, but are very rare in May. The disease now prevalent is preceded by indigestion, langour and lassitude, sinking at the pit of the stomach, and great debility; in fact, the symptoms which preceded Cholera in the years 1832 and 1833. Ordinary methods arrest it, and the timely application is indispensible. Regularity of living, nutritious diet, and moderate mental and corporeal exertion are the best preventatives.—Vegetable food, more especially salads, lettuce, &c. ought to be used sparingly, if at all.—[London Medical and Surgical Journal.]

Several engineers have arrived at St. Omer to prepare the plans for a Railroad between Paris and Lisle, with a branch to Dunkirk.

BERLIN, June 16.—A Dantzic timber merchant is gone to Poland, to purchase large quantities of timber. Orders have been received for 2000 wooden houses to be taken to pieces and embarked at Dantzic for Toulon, and thence to Algiers, to be employed in building a new town or suburb. The entire stock of zinc here, even that which has just arrived, has been bought up at a high price for the Russian Government.

The celebrated navigator Captain Ross proceeded, in May last, to Sweden and Norway, in order to have some ships built of *deal*, the pliability of this material being important for the new voyage which he has undertaken to the Polar regions.

Arctic Land Expedition.

Despatches were received yesterday morning by the Royal Geographical Society from Captain Back, and the following extracts, containing the most interesting portions of his narrative, are published for the information of the public. It is gratifying to observe the good spirits in which he writes, and the entire success of the preliminary operations:

Fort Reliance, East-end of Great Slave Lake, December 7th, 1833

I overtook Mr. King at Cumberland-house, and got him fairly off, with the two boats heavily laden with 123 packages of 90lb. each, by the 7th of June.

The accounts I had received from different persons of the low state of the water in some of the rivers, foreboded considerable detention to the boats; and, other circumstances considered, it was evident to me that they could not reach the eastern end of Slave Lake before the commencement of cold weather. Giving up all hope of seeing them again before the accomplishment of my plans I stimulated my crew to the utmost, and actually worked them, until my arrival at Fort Chippewayan, which was about the end of July, for 18 hours a day. On my route I met Mr. McLeod, an old acquaintance of mine, and for whom I had a letter from the resident Governor, Mr. Simpson, intimating a wish that he should accompany the expedition; and I am sure you will be happy to learn that he immediately consented to place himself under my orders, and undertake the management of the Indians at our winter quarters.

On our reaching Fort Chippewayan, we made every inquiry relating to the direction of the rivers that debouched at or about the Fond du Lac, and though there evidently appeared to be a nearer way to the Barren Grounds than by the circuitous one originally intended to be followed, yet the vague and unsatisfactory answers of the Indians, together with their obvious ignorance of the distance to the Great Fish River, made me at once decide to go by Great Slave Lake.

It was the 7th of August when we landed at Fort Resolution, owing to the detentions incurred by sending to the Salt Plains, (a little to the westward to the Slave River) for a winter's stock of that invaluable article.

Many Indians were assembled at this trading post, and their Chief, Le Grand Jeune Homme, was waiting my arrival, under a sort of promise held out to him that he should accompany me. But as I was fully aware that his services must be purchased at a greater rate than our limited means could afford, and that he knew nothing about the country to the eastward, I was glad to compromise the affair, and reward him for his loss of time by a present of the value of 40 beaver skins.

The season was advancing too fast to admit of any more delay, and being unable to procure a guide to the Thlew-ee-cho-dezeth from among the Indians, not one of whom possessed a knowledge of its locality or direction, I determined on leaving Mr. M'Leod to bring the stores, while I preceded him in a half sized canoe, with a crew of two 'half breeds,' a Canadian, an Indian, and an Englishman. With this motley and most rickety craft I commenced the survey towards the north east. Our course first lay in the direction of the Riviere a Jean, and along the low swampy shores of the lake, then across to numerous islands, which led us to the north side of the lake. The scenery there was composed of the most craggy and picturesque rocks—mostly primitive, and consisting of flesh-colored feldspar and quartz, with a few trees of inconsiderable size.

As we advanced, the appearance became more imposing, from the circumstance of the granite, or rather the last formation, yielding to the trap, which displayed itself in long parallel ranges of natural precipices, that not unfrequently extended to the horizon.

In two places the southern shore approaches within a mile of the northern, and the detroits thus formed have never been known to freeze.

More than one island had a columner or basaltic form on the precipitous or south-west side. The water, unlike the turbid yellow we had left, was now of transparent blue, and so cold that ice often formed during the night.

I had now got to lat. 62 deg. 51 min. 40 sec. N., and long. 109 deg. 25 min. W., and could perceive a long blue point stretching to the S. E. which my Indian said we must round, or make a portage to get to the eastern extremity of Great Slave Lake. 'There,' continued he, 'you will find a river which [I know not what the Great Chief may do but] we who are born here cannot ascend.' Upon further inquiry I found he was right, and that some time would be saved by taking a more indirect course, which could only be effected by following the uncertain trending of the stream that he called 'Hoar Frost River."—On our rounding a point, this presented itself in a cataract of 70 feet descent, and discouraging as this was, and still more so the range of mountains through which it forced its passage, we commenced the operation of transporting the canoe and baggage over hill and valley, full 1700 feet, the greatest difficulty consisting in conveying the canoe through the fallen and entangled wood. The numerous rapids in the river annoyed and delayed us; but the next day we passed the last woods, and entered a large lake in the barren grounds. The lat. of its southern extremity is 63 deg. 24 min. 33 sec. N., long. 108 deg. 11 min. W., or a little to the northward of the Chesadawd Lake of Hearne, which, however, is not known by the natives.

In making a succession of portages from lake to lake, I crossed the same traveller's line of route, and fell on a lake of such magnitude as to be bounded on the E. by E. by the horizon. In a N. E. direction it led us to a river, which we went up, and again launched the canoe on another extensive sheet of water. We were bewildered several times among

the islands and deep bays, still I kept going to the N. E. in which direction I was the more assured the river must be, from the general flatness of the surrounding land, and particularly from the north west dip of a few sand hills that were occasionally seen to the northward.

After being 3 days on the same lake, I encamped on some sand-hills at the bottom of the bay, and despatched the men in two parties to look for the Thlew-ee-cho-dezeth, the source of which I accidentally discovered while occupied in taking some angles from the summit of a hill.

On the third day the people returned, having fallen on the river at some distance from us. The canoe was immediately carried to its stream, which is narrow in some parts, and connected with a chain of small lakes by detroits and rapids. I could not forget giving my poor voyageurs a glass of grog on this occasion, after which grateful ceremony we pursued the meanderings of the current, sometimes with ice on each bank, till the 1st of September, when my little canoe was so shattered, the nights were so cold, the country totally destitute of wood, and the men fairly exhausted, that I could not with any degree of prudence incur further risk this season.

The place whence I returned is in latitude 62 deg. 41 min. N., and longitude 108 13 min. W., about 115 miles E. of Fort Enterprize, and only 109 miles from the nearest part of Bathurst Inlet.

We had been fourteen days without wood, and on the 5th of September got to the first dwarf pines, about two feet high, and on the 7th concluded the journey, by arriving at the east end of the Great Slave Lake, where I had previously directed Mr. M'Leod to commence the building of our establishment.

The two boats under Mr. King got to us exactly a week after, and it is satisfactory to state, that most of the stores, &c. were undamaged.

Our winter house I have called "Fort Reliance," from a feeling of dependence on that Providence which will support us amidst every trial to which we may be exposed. It is situated on a sandy point in a deep bay, which receives two small rapid streams from the northward, and is surrounded by mountains and red micæous granite and gneiss.

"Fort Reliance is in lat. 62 deg. 48 min. 15 sec. N., and long. 109 deg. 10 min. W. the variation of the needle being 25 deg. 41 min. E. and considering this and the entrance of the Mackenzie River as the two extremes of the Great Slave Lake it will be found to equal Lake Michigan in length and may therefore be considered as the second largest lake in America.

"I have a very compact observatory built where the needle is performing its diurnal functions with more or less regularity, according to the appearance of the aurora, or other atmospheric phenomena. The dip, magnetic force, &c. have also been ascertained; nor am I conscious of having omitted any thing that the friends and projectors of the scientific part of this expedition may have expected from me."

[*From the Daity Advertiser.*]

TWO DAYS LATER FROM EUROPE.—By the ship Jubilee, we have received files of papers to the day of sailing, the 25th June, inclusive, which were politely furnished us by Capt. Luce. to whom we are indebted; as also to Capt. Pennoyer, of the steam packet William Gibbons, for his kindness in towing up our news-boat, thereby putting us in possession of this news some hours earlier than we otherwise could have obtained it.

A treaty of commerce has been concluded between Hanover and Brunswick, to which Oldenburg, Mecklenburg, and the Hanse Towns are invited to accede. This affiance would form a sort of counterpoise to the Prussian system of Customs.

In Parliament, June 23, Mr. Shiel inquired whether government had taken any precaution to avert the consequences of that famine with which Ireland was threatened. Mr. Littleton replied that inquiry had been instituted, and he had the gratification of stating that the distress was by no means so general as it appeared to be.

The accounts from Calcutta have been anticipated, and the same may be said of those from Sydney, to the 8th of February; they, however, state that the quantity of wool ready for shipment to England was then very great. Indeed there was enough for all the shipping lying out there, provided they had sufficient dead weight to carry. Thus every arrival brings some indication of the value of these colonies, and points out unerringly the advantage of cultivating a future home, or rather international trade with colonies whose very distance to a maritime Power adds more to their useful importance, and will, perhaps, add more to the national wealth and power than all the steam, and railroad schemes in projection.

We have received a file of the Tasmanian, which gives an interesting account of the most important discoveries in the South Pacific Ocean, by Captain Briscoe, of the brig Tula, accompanied by the Lively cutter. It is supposed that the land discovered forms part of a great Continent, extending from about long. 47 31 E., to long, 69 29 W., or from the Longitude of Madagascar round the whole of the South Pacific Ocean, as far as the longitude of Cape Horn. Captain Briscoe is said to have clearly discerned the black peaks of mountains above the snow, but was prevented by the state of the weather, and the ice, from approaching nearer than about 30 miles. The stormy patrel was the only bird seen. Captain Briscoe named the land Enderby's Land, in long 47 31 E lat 51 30 S. An extent of about 300 miles, was seen. The range of mountains, was E S E. Captain Briscoe subsequently discovered land to the S E, in long 49 29 lat 67 15, which is found to be an island near the headland of what was supposed to be the Southern Continent. On the Island, about four miles from the shore, was a high peak, and some smaller ones. About one-third of its height was covered with a thin scattering of snow, and two-thirds were composed of snow and ice.—This Island Captain Briscoe named Adelaide Island, in honor of her Majesty. Mountains were seen to the South, at a great distance inland, supposed about 90 miles. Captain Briscoe landed in a spacious bay on the mainland; and took possession in the name of his Majesty King William IV. The appearance of the Island was one of utter desolation, there being no vestige either of animal or vegetable life.—[London Morning Herald.]

The wool trade in Germany has lately been carried to a very extraordinary pitch. At Stettin, there were brought to market 18 000 quintals in one day.—The prices are higher, attributed to the new German system of customs.

In the night of the 18th inst. a barn in the small town of Hutwyl, in Switzerland, was struck with lightning, and the flames spread so rapidly that in the space of two hours, twenty-eight houses, two hotels, the town-house, the church, and the parsonage, with other buildings, making in all no fewer than forty, were entirely destroyed, depriving 370 persons of their homes and furniture. Happily no lives were lost. The bells of the church were melted.

FRANCE.—The ministeral majority in the Chambers will be overwhelming, caused by the rapid march of the government to absolutism, and the immense power it is wielding.

It was reported in Paris, that the Duc de Bassano [Maret] would be appionted Gov. Gen. of Algiers.—M. Lafitte had been elected Deputy for two places, Bourbon-Vandee and Rouen.

The municipal authorities of Calais have determined to light that town with gas.

At Bordeaux, on Saturday, the thermometer rose to nearly 30 deg. above zero of Reaumur, or 99 1-2 of Fahrenheit.

Liberalism was on the increase at Madrid, and all was quiet at Lisbon.

In Spain two Royel orders have appeared, one dissolving a body called the Diputacion de los Reinos, which was a nominal permanent Parliament of the Representatives of the several provinces, but whose office is now to merge in that of the approaching Cortes; and the other containing some regulations for the Church, with regard to the appointment of Vicars, which proves, if it does nothing else, that a watchful eye is to be maintained on that overgrown establishment.

Letters from Odessa express fears that the next harvest will not be abundant.

There have been great rejoicings at Constantinople, on the occasion of the marriage of the princess Saliha.

A Bad Speculation.—The Conservative capitalists who lent their money to Don Miguel, are likely to lose every farthing of it. They made the loans after receiving due warning from the Queen's government that they would never be paid, and as the whole of the money has been spent in carrying on the war against her, they can hardly expect that she will pay for the cannon, powder, and bullets, with which her soldiers have been despatched. The loans will, therefore, be a total loss.

The Duke of Richmond is engaged in a suit of importance in the French Courts. It appears that a number of the French connexions of his family claim that the estate of Aubigny should be divided amongst them, in conformity with the French law of 1792, which abolished the rights of primogeniture. On the other hand, it is contended for the Duke, that his title was expressly recognized in the treaties of 1814 and 1815; and that this estate is therefore exempt from the laws which govern the descent of real property generally in France. The judgment of the Court will be given in a few days.

During 1833, the linen cloths exported from Belgium amounted in value to 15,446,660fr., of which 14,505,037fr. were sent to France. The exportation of flax and hemp amounted to 518,162 kilogrammes, of which 438,142 kilogrammes went to England.

John Fuller.—This eccentric gentleman died at his house, Rose-Hill, in the county of Sussex, which county he represented during several successive Parliaments, for a period of more than twenty years, and was made celebrated by a well known scene in the House of Commons, when he called the Speaker "a little insignificant fellow in a wig," for which he was committed to the custody of the Sergeant-at-Arms. He was distinguished throughout life by much eccentricity, mingled with a kind heart, that displayed itself in actions of princely munificence.

Mr. Fuller died extremely rich. The bulk of his fortune, consisting of estates in Sussex and in the island of Jamaica, are left to Augustus Elliot Fuller, Esq., brother to Capt. Fuller, R. N. and a nephew of the deceased, as also of Lord Heathfield. The estates in London are left to Sir Peregrine Acland, another nephew; besides which, there are numerous legacies.

The following anecdote of Mr. Fuller, which may be relied on, is not generally known:—During Mr. Pitt's administration, a messenger arrived at Rose Hill with the offer of a peerage, on the condition that Mr. Fuller should vote in a particular manner on some question of the day. Mr. Fuller, who at the moment had a large party of friends assembled at his dinner-table, directed the messenger to be ushered into the dining-room to receive his answer. In his presence, and that of his guests, Mr. Fuller threw the letter into the fire, telling the messenger, at the same time, to acquaint the Minister with the manner in which his offer had been received, and adding, "I was born Jack Fuller, and Jack Fuller I will die."

Mr. Fuller stood successfully a severely contested election with Colonel Sergisson, which lasted sixteen days, and cost the former 20,000*l.*, in addition to a subscription purse of 30,000*l.*, made by the county. The expenses incurred by Mr. Sergisson were, we believe, equally heavy.

Medical Responsibility in France.—The Visigoths had a law, that if a physician were called in to a case, and took charge of it, he was bound to effect a cure. If the patient died, the physician was immediately delivered up to the friends of the deceased, that they might do what they liked with him. Some of the French journalists complain piteously that the laws affecting the profession in France at the present day are not less severe. A case lately occurred at Evreux, in which a M. Thouret Noroy, in consequence of alleged malpractice, by accidentally injuring the brachial artery, so as to render amputation necessary, was mulcted in heavy damages; and having appealed to a higher tribunal, had 400fr. more laid on him, by way of interest on his former fine.—[Medical Gazette.]

Shower of Sulphur.—By a letter from Rodelheim, near Frankfort, of the 3d May, we hear of the following:—It rained brimstone. During a heavy fall of water, such a quantity of sulphur fell in combination with it, that as the water flowed down the streets the surface was covered with it, and quantities of sulphur were gathered from the pavement.—[St. Petersburgh paper.]

Grecian Antiquities.—The Munich Gazette says—"There has been discovered on the ground where the battle of Cheronea was fought the colossal lion which the Thebans erected on the spot, in memory of their fellow citizens who died in defence of their country. This monument will, it is said, be restored. Several other relics of antiquity have been found at Zea Knydos and Denos, and deposited in the Museum at Greece. Among the objects found at Zea is a bust with this inscription—'Epithalamium of Sophocles the Heraclian.'"

Steam.—At the rate at which the splendid new steamboat Dundee performed its first voyage from Dundee to London and back again, the distance being nine hundred miles, it would be possible to cross the Atlantic and reach New York in between nine and 10 days. The Dundee registers 1200 tons, and her engines are of 300 horse power. We believe that she is the largest and finest steam ship ever built.

A few days ago the workmen engaged in the alterations in Hinchingbrook House, uncovered two stone coffins, containing human bones; the skeleton in one of them was quite perfect from the head to the hips, but in the other the bones were displaced and scattered about the coffin, having probably been opened nearly a century ago, during the progress of some repairs, when the lower part of the other skeleton was most likely destroyed or taken away. There were no figures or inscription on the coffins, but there can be little doubt that the remains are those of two of the prioresses attached to the Nunnery previously to the dissolution of Religious Houses in 1386, and the spot in which they were found, it is supposed, then formed part of the cloisters. The coffins are cut out of solid stones, one having a circular, and the other an elliptical place for the head, and running taper from the shoulders to the feet, the width at the head being 2 feet 4 inches, and only 1 foot at the other end; and they must have been interred, on the most moderate calculation, nearly 500 years, and probably some centuries longer. After a sketch of the coffins and skeleton (which is that of a very small figure) had been taken, they were again carefully re-deposited in their ancient resting place. —[Cambridge Chronicle.]

Fashionable Bankruptcy.—MEETING OF CREDITORS.—A meeting of the creditors of Sir W. Anstruther, Bart., took place on Thursday last; and a spacious meeting it was! It will be recollected that Captain Anstruther, formerly of the Guards, became so reduced by his fashionable and expensive follies, that he for some years subsisted by playing at the Margate and other provincial theatres, under the name of Beresford, on £1 per week. The accidental death of his nephew, a boy at Eton, suddenly elevated him to the Baronetcy, with a fortune of £14,000 per annum, and sundry personals. This unexpected freak of fortune occurred about three years since; and, will it be believed, that in six-and-thirty months the Baronet has contrived to dissipate nearly his whole rental, and also enthral himself with £60,000 of bill and bond debts, besides the simple contract debts. Out of this wreck, all that is now left for Sir W. Anstruther's creditors is £2490 per annum scarcely enough to pay the interest on the bills; and out of this he wishes his creditors to allow him £1000 per annum. His personal effects at Westraw House, Scotland, may, it is said, produce about ten or twelve thousand pounds more; and this is all the creditors can hope for.—[Eng. paper.]

ALBANY SEED-STORE AND HORTICULTURAL REPOSITORY.

The subscriber having resumed the charge of the above establishment, is now enabled to furnish traders and others with FRESH GARDEN SEEDS, upon very favorable terms, and of the growth of 1833, *warranted* of the best quality.

The greatest care and attention has been bestowed upon the growing and saving of Seeds, and none will be sold at this establishment excepting those raised expressly for it, and by experienced seedsmen; and those kinds imported which cannot be raised to perfection in this country; these are from the best houses in Europe, and may be relied upon as genuine.

It is earnestly requested whenever there are any failures hereafter, they should be represented to the subscriber; not that it is possible to obviate unfavorable seasons and circumstances, but that satisfaction may be rendered and perfection approximated.

ALSO—French Lucern, White Dutch Clover, White Mulberry Seed, genuine Mangel Wurtzel, Yellow Locust, Ruta Baga, and Field Turnip Seeds, well worth the attention of *Farmers*.

W. THORBURN,
347 N. Market st. (opposite Post Office.

☞ Catalogues may be had at the Store; if sent for by mail, will be forwarded gratis. Orders solicited early, as the better justice can be done in the execution.

*** Mr. Thorburn is also Agent for the following publications, to wit—

NEW YORK FARMER and American Gardener's Magazine.

MECHANICS' MAGAZINE and Register of Inventions & Improvements.

AMERICAN RAILROAD JOURNAL and Advocate of Internal Improvements; and the

NEW-YORK AMERICAN, *Daily, Tri-Weekly*, and *Semi-Weekly*, either or *all* of which may be seen and obtained by those who wish them by calling at 347 *North Market street, Albany*.

☞ TOWNSEND & DURFEE, of Palmyra, *Manufacturers of Railroad Rope*, having removed their establishment to Hudson, under the name of *Durfee, May & Co.* offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York,
January 20, 1833.

SURVEYORS' INSTRUMENTS.

☞ Compasses of various sizes and of superior quality warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 164 Water street, corner of Maidenlane.
Ja1 6t

STEPHENSON,

Builder of a superior style of Passenger Cars for Railroads

No. 264 Elizabethstreet, near Bleecker street, New-York.

☞ RAILROAD COMPANIES would do well to examin these Cars; a specimen of which may be seen on that part o he New-York and Harlæm Railroad, now in operation.
J15 1f

RAILROAD CAR WHEELS, BOXES AND AND OTHER RAILROAD CASTINGS.

☞ Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

Also, Flange Tires turned complete.
J8 ROGERS, KETCHUM & GROSVENOR.

NOVELTY WORKS,

Near Dry Dock, New-York.

☞ THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited. m18

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

☞ EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewin & Heartte.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable.

They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,
Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit levels, and Surveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.
Baltimore, May 1st, 1833.

To Messrs Ewin and Heartte—As you have asked me to give my opinion of the merits of those instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming aquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

B. H. LATROBE,
Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possesion and might be introduced, but are too lengthy. We should be happy to submit them, upon application, to any person desirous of perusing the same. m25

LOCOMOTIVE ENGINES.

☞ THE AMERICAN STEAM CARRIAGECOMPANY, OF PHILADELPHIA, respectfully inform the public, and especially Railroad and Transportation Companies, that they have become sole proprietors of certain improvements in the construction of Locomotive Engines, and other railway carriages, secured to Col. Stephen H. Long, of the United States Engineers, by letters patent from the United States, and that they are prepared to execute any orders for the construction of Locomotive Engines, Tenders, &c. with which they may be favored, and pledge themselves to a punctual compliance with any engagements they may make in reference to this line of business.

They have already in their possession the requisite apparatus for the construction of three classes of engines, viz. engines weighing four, five, and six tons.

The engines made by them will be warranted to travel at the following rates of speed, viz. a six ton engine at a speed of 15 miles per hour; a five ton engine at a speed of 18 miles per hour; a four ton engine at a speed of 22 1 2 miles per hour. Their performance in other respects will be warranted to equal that of the best English engines of the same class, with respect not only to their efficiency in the conveyance of burthens, but to their durability, and the cheapness and facility of their repairs.

The engines will be adapted to the use of anthracite coal pine, wood, coke, or any other fuel hitherto used in locomotive engines.

The terms shall be quite as favorable, and even more moderate, than those on which engines of the same class can be procured from abroad.

All orders for engines, &c. and other communications in reference to the subject, will be addressed to the subscriber, in the city of Philadelphia, and shall receive prompt attention.

By order of the Company,
WILLIAM NORRIS, Secretary.
December 2d, 1833.

Fr further information on this subject see No. 49, page 772, Vol. 2, of Railroad Journal.

RAILWAY IRON.

☞ Ninety-five tons of	1 inch by	½ inch,	*Flat Bars* in lengths of 14 to 15 feet counter sunk holes, ends cut at an angle of 45 degrees with splicing plates, nails to suit.
200 do.	1½ do.	¾ do.	
40 do.	1½ do.	⅞ do.	
800 do.	2 do.	⅞ do.	
800 do.	2½ do.	⅞ do.	
soon expected.			

250 do. of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and pins.

Wrought Iron Rims of 30, 33, and 36 inches diameter for Wheels of Railway Cars, and of 60 inches diameter for Locomotive wheels.

Axles of 2½, 2⅝, 2¾, 3, 3¼, 3½, and 3¾ inches diameter for Railway Cars and Locomotives of patent iron.

The above will be sold free of duty, to State Governments and Incorporated Governments, and the Drawback taken in part payment.

A. & G. RALSTON.
9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them. d71meowr

ENGINEERING AND SURVEYING INSTRUMENTS.

☞ The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely *new*: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,
Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the Instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad, I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,
JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors. E. H. GILL, Civil Engineer.

Germantown, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad., Germant. and Norriet. Railroad
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